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Tilte: Discussion on the Demands for Grants No. 1 to 16 in respect of Budget (Railways) for 2015-16.

HON. DEPUTY SPEAKER: The House will now take up discussion and voting on the Demands for Grants in respect of the Budget (Railways) for the year 2015-16.

Motion moved:

> "That the respective sums not exceeding the amounts shown in the fourth column of the Order paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2016, in respect of the heads of Demands entered in the second column thereof against Demand Nos.1 to 16."

Hon. Members present in the House whose cut motions to the Demands for Grants in respect of the Budget (Railways) for the year 2015-2016 have been circulated may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Only those cut motions, slips in respect of which are received at the Table within the stipulated time, will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly thereafter. In case Members find any discrepancy in the list, they may kindly bring it to the notice of the Officer at the Table immediately.

Shri Rajeev Satav.

श्री राजीव सातव (हिंगोली) : सर, रेल मंत्री जी अभी तक नहीं आए हैं। रेल मंत्री जी नहीं हैं और एम.ओ.एस. भी नहीं हैं।

SHRI N.K. PREMACHANDRAN (KOLLAM): No Railway Minister, no Minister of State, nobody is present.

HON. DEPUTY SPEAKER: Cabinet Ministers are there.

...(*Interruptions*)

श्री राजीव सातव : सर, तब तक हाउस को एडजर्न कर दीजिए।...(व्यवधान)

SHRI MALLIKARJUN KHARGE (GULBARGA): Sir, if you think this is good, we will go according to your advice. हर बार ये कहते हैं कि हमारी 400 सदस्यों की मेजॉरिटी है। यह मेजॉरिटी कहां है? जब सदन का कोरम पूरा करना होता है तो हम लोग यहां आकर कोरम पूरा करते हैं। यहां मिनिस्टर भी नहीं हैं और डिमांड्स फोर ग्रांट्स पर डिस्कसन होना है। What is this? You tell us, Sir. We will go according to your advice. Rudyji is a senior Member. अगर हम लोग ऐसा करते थे तो रूडी साहब हमें छोड़ते नहीं थे। This is unfair. ...(*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF SKILL DEVELOPMENT AND ENTREPRENEURSHIP AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RAJIV PRATAP RUDY): Sir, I appreciate what Mr. Kharge has said. ...(*Interruptions*) The point which has been raised by Mr. Kharge is very valid and we absolutely agree with what he has said. But he has to be gracious because we are just expecting the Minister to be here in a minute. ...(*Interruptions*) We agree with him. We have made our best effort. I agree with him. ...(*Interruptions*) Sir, we can start our discussion.

श्री मल्लिकार्जुन खड़गे : रूडी साहब का काम है सबको डिफेन्ड करना, लेकिन आपके इतना डिफेन्ड करने पर भी आपको कुछ मिलने वाला नहीं है, क्योंकि वातावरण ही अलग है। लेकिन जब कोई मेम्बर किसी डिमांड्स फोर ग्रांट्स पर डिस्कसन इनिशिएट करता है और जब वह फर्स्ट स्पीकर है, मैं यह समझ सकता हूं कि अगर कोई सेकेन्ड, थर्ड, फोर्थ मेम्बर बोल रहा है और मिनिस्टर नहीं हैं और उस समय कोई दूसरे मंत्री नोट कर सकते हैं, that is usual practice, I do agree....(*Interruptions*)

HON. DEPUTY SPEAKER: Anyhow, see that it does not happen here afterwards.

श्री राजीव सातव : आदरणीय उपाध्यक्ष जी, इस रेल बजट की चर्चा में आपने मुझे बोलने का मौका दिया है, इसके लिए मैं आपके प्रति धन्यवाद व्यक्त करता हूं।

रेल मंत्री जी के नहीं होने की वज़ह से रूडी साहब को इस हाउस को करीब दस मिनट ऐसे ही चलवाना पड़ा। ...(व्यवधान) अभी समय 2 बजकर 20 मिनट हो गए हैं।...(व्यवधान) यहां रेल राज्य मंत्री जी हैं, मगर रेल मंत्री जी नहीं हैं।...(व्यवधान) रेल की तरफ सरकार कितनी गंभीरता से देख रही है, यह पूरे भारत के सामने नज़र आ रहा है।

उपाध्यक्ष जी, पिछले दस-ग्यारह महीने में इस सरकार ने दो रेल बजट इस देश के सामने रखे। दिनांक 08 जुलाई, 2014 को सदानंद गौड़ा जी ने रेल बजट प्रस्तुत किया और दिनांक 26 फरवरी, 2015 को सुरेश प्रभु जी ने हम सब के सामने इस रेल बजट को रखा। सदानंद गौड़ा जी के बाद जब सुरेश प्रभु जी को रेल मंत्रालय की जिम्मेदारी दी गयी थी, तब पूरा देश बड़ी उम्मीदों के साथ उनकी तरफ देख रहा था। लेकिन, इस बजट से इस देश के आम आदमी को निराशा हुई है और आज एक चर्चा पूरे देश में होने लगी है कि बजट और सरकार का यह जो काम चल रहा है, यह 'मुंगेरी लाल के हसीन सपने' की तरह चल रहा है, जिसके पूरा होने की संभावना दूर-दूर तक नहीं है। महोदय, ये जो प्रोविजन्स रेल मंत्री जी ने हम सबके सामने प्रेजेंट किए हैं, इस सरकार द्वारा एक असत्य का पुलिन्दा है। वर्ष 2014-15 के रेल बजट की स्पीच मेरे पास है। सदानन्द गौड़ा जी ने जब वर्ष 2014-15 का रेल बजट प्रेजेंट किया था, तो उन्होंने कहा था कि हम प्रतिदिन 23 मिलियन यात्रियों को ढोते हैं। जब सुरेश प्रभु जी ने रेल बजट प्रेजेंट किया तो उन्होंने कहा कि हम प्रतिदिन 21 मिलियन यात्रियों को ढोते हैं। क्या पिछले 10 महीने में 2 मिलियन यात्रियों ने ट्रेन से सफर करना बन्द कर दिया? क्या आपने इतनी अच्छी रेल सेवाएं दीं कि 2 मिलियन यात्रियों को इसे बंद करना पड़ा। यह मेरा कहना नहीं है, दोनों आपके रेल बजट की स्पीच हैं। 2 मिलियन यात्रियों का रेल सफर पिछले 10 महीनों में कम हुआ है। इससे बड़ी आश्चर्य की बात यह है कि वर्ष 2014-15 के बजट में सदानन्द गौड़ा जी ने कहा था कि we have total track length of 1.16 lakh kilometres. हमारे पास एक लाख 16 हजार किलोमीटर का रेलवे का ट्रैक है। प्रभु जी के रेल बजट में लिखा गया है कि हमारे पास जो रेलवे का ट्रैक है, वह एक लाख 14 हजार किलोमीटर का है। पिछले 10 महीनों में 2 मिलियन यात्री कम हो गए, लेकिन दो हजार किलोमीटर का रेलवे का ट्रैक भी गायब हुआ है। इस प्रकार से यह बजट का प्रिपरेशन है। दो हजार किलोमीटर का रेलवे का ट्रैक चोरी हो गया। उसका स्पष्टीकरण दीजिए। मोदी सरकार के दो रेल बजट में से किसने असत्य बोला, यह सत्य इस देश के सामने आने की जरूरत है और आपको एफआईआर भी करनी चाहिए कि दो हजार किलोमीटर का रेलवे ट्रैक किसने चोरी किया और वह कहाँ गया? हे प्रभु, किसके भरोसे यह रेल लाइन है, समझ में नहीं आ रहा है।

वर्ष 2014-15 के रेल बजट में सदानन्द गौड़ा जी का एक फेवरेट कोट था पीपीपी, उन्होंने 12 बार पीपीपी कहा, हमें तो लगा कि यह मोदी जी से बड़ा कोई शब्द है पीपीपी। जब हमारे पूर्व रेल मंत्री चौधरी जी ने इस बारे में बात की, चौधरी जी ने उस समय कहा था कि आप पीपीपी की तो बात कर रहे हो, लेकिन क्या इस पीपीपी से पैसा आएगा? तब उस समय के रेल मंत्री जी ने कहा था कि पैसे के आने की आप चिन्ता ही मत कीजिए। रेल मंत्री सदानन्द गौड़ा जी ने उस समय कहा था, the point raised by the hon. Member is that PPP model has not delivered the desired results and therefore it may not be an appropriate way of channelizing the resources. Here I would like to clarify to the House that so far we have received good response. All these commitments made in the recent past are approximately worth Rs 15,000 crore. यह आपने जुलाई में कहा। पिछले 10-11 महीने में क्या आपके पास एक लाख करोड़ के आसपास पीपीपी से पैसा आया? मंत्री जी का स्वागत है। ...(व्यवधान) हां, अब स्पष्टीकरण होगा कि वह रेलवे ट्रैक कहां चोरी हो गया? पिछले दस महीने में पीपीपी से कितना पैसा आया, इस देश के सामने आपको उसे रखना होगा। प्रभु साहब ने चार बार बजट की स्पीच में कहा कि हम पीपीपी का इस्तेमाल करेंगे। गौड़ा जी ने 12 बार कहा कि हम पीपीपी के जरिए इसमें पैसा लाएंगे। लेकिन क्या पीपीपी से एक लाख करोड़ के आसपास रूपए जमा हुए, क्या इसमें आपको कोई फायदा आया? यह आपको अपनी स्पीच में रखना पड़ेगा। रेल मंत्री जी ने दो बार अपने भाषण में कहा कि जो मंत्रियों के पास अधिकार थे, वह हमने जनरल मैनेजर को दे दिए। हमने अपने पास कुछ नहीं रखा, पूरा डीसेंट्रलाइज कर दिया। आपने जनरल मैनेजर को अधिकार तो दिए, पहले भी सौ करोड़ के टेंडर के अधिकार जनरल मैनेजर के पास थे, लेकिन कितने जनरल मैनेजर्स ने सौ करोड़ के अपने अधिकार का इस्तेमाल किया? जब उनके पास 100 करोड़ रुपये के टेण्डर का पावर था तो उसका उन्होंने इस्तेमाल नहीं किया, अब 500 करोड़ रुपये के टेण्डर का जो पावर है, उसका वे कब इस्तेमाल करेंगे, हमें यह समझ में नहीं आ रही है। जब से रेल मंत्री जी ने रेल मंत्रालय का चार्ज लिया है, अगर एक जनरल मैनेजर ने भी इसप्रकार से काम किया है तो रेल मंत्री जी को उसे देश के सामने रखना चाहिए। रेल मंत्री जी ने दूसरी बात कही थी : -

> "Can't tell passengers we will take you on board but would not care for your needs."

हम यात्रियों के जरूरत का पूरा ख्याल रखेंगे, उनको कोई तकलीफ न हो, यह हमारी सोच होगी, यह रेल मेत्री जी ने कहा था। चार महीने से मंत्री जी रेल मंत्रालय का कार्यभार देख रहे हैं। मैंने रेल में सफर करते हुए तीन बार शिकायत दर्ज की है। मैं उनकी कॉपीज भी साथ लेकर आया हूं। ट्रेन के टी.टी.ई. के पास जो बुक होती है उसमें वहां पर जो दिक्कतें थीं, मैंने उनके बारे में 3 बार उसमें लिखा है। मैंने तीन-चार महीने में 3 शिकायतें की है। मेरी सरकार से यह अपेक्षा नहीं है कि आप 15 दिनों में कोई चमत्कार कीजिए, लेकिन कम से कम आप उनका जवाब तो भेजिए कि हमें आपकी यह शिकायत मिली है, हम इस पर कुछ विचार कर रहे हैं। हमें रेल प्रशासन एक जवाब नहीं भेजना चाह रहा है। आपके जी.एम. और रेल प्रशासन को पता भी नहीं है कि आम आदमी शिकायतें कर रहे हैं। क्या उन शिकायतों को कोई पढ़ रहा है, उन शिकायतों को कोई नहीं पढ़ रहा है। वे कागज के टुकड़े हैं और कागज में ही रह जाते हैं। इसलिए रेल मंत्री जी के दावे दूर-दूर तक पूरे होंगे, उन पर हमें विश्वास नहीं होता है।

जब सदानन्द गौड़ा जी का भाषण हुआ था तो उन्होंने बड़ी अच्छी बात कही थी:-

> "I may point out that periodic revision in passenger fares and freight rates as approved by this august House will be linked to the revision in fuel prices."

सदानंद गौड़ा जी ने यह जुलाई में कहा था। जब आप इसे फ्यूल प्राइस से लिंक करने की बात करते हैं तो पिछले 7-8 महीने में फ्यूल प्राइस कम हुए हैं तो क्या रेल का किराया भी कम हुआ है, क्या माल ढुलाई का किराया कम हुआ, उसका जवाब है - "नहीं"। आपने 7-8 महीनों में रेल का किराया कम नहीं किया है, उल्टा आपने रेल का किराया बढ़ाया है। आप जो कह रहे हैं उसे भी आप फौलो-अप नहीं कर रहे हैं। मैं खड़गे जी के रेल बजट के भाषण के बारे में नहीं बता रहा हूं। मैं सदानंद गौड़ा जी के रेल बजट के भाषण के बारे में बता रहा हूं। सदानंद गौड़ा जी ने जो कहा है, वह प्रभु जी को पसंद नहीं है, लेकिन ये दोनो रेल बजट मोदी सरकार के हैं। हम आपके माध्यम से कहना चाहते हैं कि सदानंद गौड़ा जी ने भाषण में कहा था कि हम जो भी रेल बजट में कहेंगे उनमें से एक भी बात खाली नहीं जाएगी। अब मैं अपने संसदीय क्षेत्र का उदाहरण देना चाहता हूं कि सदानंद गौड़ा जी ने रेल बजट में जो प्रोविजन्स रखे थे, उनमें मुंबई-काजीपट एक्सप्रेस शुरू करने की बात थी। हमने उसके बारे में माननीय रेल मंत्री जी, रेल राज्य मंत्री जी और सबको लिखा है। अभी तक हम इंतजार कर रहे हैं कि वह कब शुरू होगी, और हमारे क्षेत्र के अच्छे दिन कब आयेंगे?

HON. DEPUTY SPEAKER: Okay, all right, you come to the point.

श्री राजीव सातव : हम आपके माध्यम से यह कहना चाहते हैं कि मंत्री जी "बुलेट ट्रेन" की बात करते हैं, लेकिन क्या यात्रियों की सुरक्षा के बारे में कोई सोच है? आप सिर्फ अच्छे-अच्छे भाषण नहीं दीजिए, जुमलों का प्रयोग नहीं कीजिए, उसके लिए कितनी राशि दे रहे हैं, यह हमारे लिए महत्वपूर्ण है।

आपने "मानव सहित" और "मानव रहित" क्रॉसिंग्स की सुरक्षा की बात की है। हमने वर्ष 2011-12 में उनके लिए 800 करोड़ रुपये का प्रावधान किया था, अभी आपने उनके लिए सिर्फ 350 करोड़ रुपये रखे हैं। अगर 350 करोड़ रुपये में "मानव सहित" और "मानव रहित" सभी क्रॉसिंग्स होंगे तो अगले 4 सालों में भी वह काम पूरा नहीं होने वाला है।

आपने ओवर ब्रिजेज और अंडर ब्रिजेज की बात की है। हमने वर्ष 2014-15 में उनके लिए 2287 करोड़ रुपये का प्रावधान किया था, लेकिन आपने इस बजट में उनके लिए 1340 करोड़ रुपये का प्रावधान किया है। आपने पहले की तुलना में लगभग आधी राशि ओवर ब्रिजेज और अंडर ब्रिजेज के लिए रखी है। आप जो बात कहते हैं उनके लिए फाइनैंशियल प्रोविजन कुछ भी नहीं है। आपने पिछले रेल बजट में रेलवे यूनिवर्सिटी की बात की थी, उस बजट स्पीच में हमने कहा था कि स्वर्गीय गोपीनाथ मुंडे, जो भाजपा के नेता थे, के नाम से रेलवे यूनिवर्सिटी हो। रेलवे यूनिवर्सिटी महाराष्ट्र में हो, हिंगोली में हो, हमने यह बात रखी थी लेकिन पिछले 10 महीने में सरकार की तरफ से कोई पहल नहीं हुयी है। इसलिए मैं आपके सामने यह बात रखना चाह रहा हूं कि माल-भाड़ा में 14 प्रतिशत बढ़ोतरी का प्रस्ताव रखा, लेकिन स्टैंडिंग कमेटी की रिपोर्ट कहती है कि इसमें दूर-दूर तक पहुंचना संभव नहीं है। महाराष्ट्र में कई जगह पैसे दिए लेकिन विदर्भ भी है। मंत्री जी, आप कोंकण से आते हैं। कोंकण में और ज्यादा काम करने की जरूरत है, मराठवाड़ा में काम करने की जरूरत है। उस पर आपने कोई ध्यान नहीं दिया। आपने सीमेंट, कोल, यूरिया में भाड़ा बढ़ाया। जब मेक इन इंडिया की बात कर रहे हैं तो इफ्रास्ट्रक्चर बनाना है। इफ्रास्ट्रक्चर बनाना है और अगर सीमेंट, कोल, स्टील, यूरिया के रेट बढ़ाएंगे तो कहां से मेक इन इंडिया होगा और कहां से अच्छे दिन आएंगे।

आपने स्टेट्स के साथ ज्वाइंट वैंचर की बात की। स्टेट्स के साथ ज्वाइंट वैंचर तब होगा जब उनके पास पैसे होंगे। आज कई राज्य पैसे देने के लिए तैयार नहीं हैं। उनके राज्यों के इलाकों में ट्रेन चलेगी या नहीं, यह सवाल भी हम सबके सामने है। आपने टूरिस्ट सर्किट की बात की। जैसे महाराष्ट्र का ज्योतिर्लिंग औंधा नागनाथ, परली, घृष्णेश्वर, भीमशंकर, हम अपनी कौन्सटीटूएंसी के बारे में नहीं बोल रहे हैं, लेकिन जब टूरिस्ट सर्किट है तो उसका एक एजेंडा बनना चाहिए। साढ़े तीन शक्ति पीठ, महाउर, वरी के लिए भी सोचने की जरूरत है। वर्धा, यवतमाल, नान्देड़ की लाइन के लिए कोई एलोकेशन नहीं दिया गया।

कल सदन के सामने स्टैंडिंग कमेटी की रिपोर्ट आई। उसमें गंभीर बात यह है कि भारतीय रेल डैट ट्रैप में फंसी है। आने वाले समय में पूरी तरह मुश्किल है। राकेश मोहन समिति की रिपोर्ट कहती है कि इस साल भारतीय रेल 61 हजार करोड़ रुपये के दिवालियेपन की तरफ जा रही है। जहां भारतीय रेल दिवालियेपन की तरफ जा रही है, वहां आप बुलेट ट्रेन की बात जरूर कीजिए, बुलेट ट्रेन चलाने में हमें कोई दिक्कत नहीं है। क्या आप आम आदमी की सुरक्षा को कप्रोमाइज करके बुलेट ट्रेन चलवाना चाह रहे हैं? जिस तरह आम आदमी को सुरक्षा मिलनी चाहिए, क्या वह सुरक्षा आज मिल रही है? वह सुरक्षा नहीं मिल रही है। स्टैंडिंग कमेटी की रिपोर्ट में लिखा है --

> "Under-provisioning of depreciation is resulting in piling up of throw forward of works concerning renewal of over-aged assets of the order of Rs.41,871 crore. What is more serious is the fact that appropriation for development fund which is used for traffic facility works for uninterrupted smooth flow of traffic, under various plan heads, has declined from Rs 7,800 crore to Rs 1,305 crore."

यानी एक-चौथाई से भी ज्यादा पैसे आपने डैप्रिसिएशन के लिए कम किए हैं। मंत्री जी, मैं आपसे हाथ जोड़कर विनती करता हूं कि बाकी बातें कीजिए या नहीं लेकिन जो यात्री आज रेल में सफर कर रहे हैं, उस ट्रैक से जा रहे हैं, कम से कम उनके जान-माल की रक्षा करना आपका फर्ज है। इसलिए स्टैंडिंग कमेटी ने आपके सामने जो बात रखी, उसकी तरफ ध्यान दीजिए।

बुलेट ट्रेन जरूर चलाइए, लेकिन आम आदमी की सुरक्षा के साथ कप्रोमाइज मत कीजिए। आपने इस बजट के माध्यम से सच्चाई छुपाने की बात की है।

मैं आखिरी बात कहना चाहता हूं --

खुशबू आ नहीं सकती कभी कागज के फूलों से

झूठा है तेरा वादा, वादे पे मारा गया बंदा मैं सीधा-सादा,

बंदा मैं सीधा-सादा।

मंत्री जी, कृपया रेल की तरफ ध्यान दीजिए। यह हमारे देश का सबसे बड़ा उद्योग है। सबसे बड़ी बात आम लोगों की जीवन वाहिनी है। उसके साथ न खेलिए। आम आदमी की सुरक्षा की तरफ ध्यान दीजिए, नहीं तो मोदी सरकार है, हर वक्त बदल रही है, यह सूट-बूट की सरकार है। कम से कम आम आदमी की तरफ ध्यान दीजिए, हम आपसे यह अपेक्षा करते हैं। बहुत-बहुत धन्यवाद।

CUT MOTIONS

SHRI SURESH C. ANGADI (BELAGAVI): Thank you, Deputy-Speaker, Sir. Under the dynamic leadership of the hon. Prime Minister Shri Narendra Modi, the vision of the Railways in the country should change. My friend, who spoke just now, was throwing mud on each other. Each Member of Parliament sitting in this august House should introspect as to what we have done for the Railways in the last 65 years.The Railways are one of the most prestigious organisations. Many a time, we have read in the newspapers that Australia is one of the Continents. Similarly, the Railways are very important and people travel in it every day. मगर हमें विरासत में डेब्ट ट्रैप मिला है, अभी हमारे साथी ने इसका जिक्र किया, रेलवे के नुकसान के लिए कौन जिम्मेदार है? Who is responsible for that? From Kangal Hanumanthaiah to Mallikarjun Kharge and to Sadananda Gowda of Karnataka all have contributed. But the previous Governments have not done their work properly. They had not managed the Railways well. Hence the Railways have come to this situation. People of this country are ready to pay better price but they want timely service. In our neighbouring countries, the trains are running at a speed of 300 kilometres per hour but our trains are running at a speed of 30 to 40 kilometres. Our neighbouring country, China is making so many railway stations in different parts of the neighbouring States but we are not able to do that.

Sir, today is an auspicious day of *Akshya Tritya*. In the morning, hon. Prime Minister blessed everybody and said that the country should be developed. We have to work together for the development of the country like Basveshwara, KAYAKEVE Kailasa. Throwing mud on each other will not help. My dear friend has talked about the vision of the Railways. The Indian Railways are one of the largest transportations in the world. It can create employment for our youth. Today, 35 per cent of our youths do not have employment. If the previous Governments had thought about it, some employment could have been created for our youth. When we compare our trains with foreign trains, we find ourselves behind. It is all because of lack of vision. The previous Governments did not have any vision. They used to do only *ghoshna*. The vision of our Prime Minister is that the Railways should serve the poorest of the poor. The last person of the society should avail of the facility of the Railways. If that happens, only then the country can prosper and develop in the coming days.

There is a Railway Convention Committee which can advice the Ministry of Railways. As per their advice, the Railways can go ahead. Under the leadership of Shri Suresh Prabhu the Railways are going to develop. Now what are the priorities before us? They are quality of journey, station re-development, capacity augmentation, safety, technology upgradation, partnership for the development, improvement of the management and processes of the system, resource mobilisation, energy sustainability and transparency. The previous Governments had not done much.

When there was a Bharatiya Janata Party Government in Karnataka the then Chief Minister, Shri Yeddiyurappa had given 50 per cent contribution. Just now my friend said that the States are unable to give their contribution for the Railways. It is a federal structure and the States and the Centre have to work together. The dream of the Prime Minister is to have a team India. If team India do not work together, the country cannot develop. The Members of this House are politicizing all the issues. We have to see the world which is progressing very fast. Instead of throwing mud on each other, we have to work together. We must see that the poorest of the poor person of this country gets employment and the facility of transportation. The farmers should also get the benefit of the Railways.

Sir, this time the hon. Railway Minister has allocated a sum of Rs. 8,50,000 crore in the Budget for purposes of modernisation, network decongestion, including DFC, electrification, doubling including electrification and traffic facilities. The sum so allocated is also aimed at network expansion, national projects, track renewal, bridge works, ROBs, RUBs, signalling, Information Technology Research, rolling stock locomotives, wagon production, maintenance, passenger amenities, high speed rail elevator corridors, station re-development and logistics. During this year this investment is going to be made in the Railways. It would help the youth of the country to get employment. Our boys and girls are going abroad for employment. In all these years, the previous Government did not have the vision for the Railways. The Railways are an important segment for the development of the country. The hon. Railway Minister has taken the initiative to develop the Railways.

Sir, I tried for the last ten years to get two ROBs in my constituency, but I did not succeed. But when Shri Suresh Prabhu took over as the Railway Minister he sanctioned two ROBs for my constituency in Belgaum. I would like to congratulate the hon. Prime Minister for the reason that after the BJP Government had come to power at the Centre I was able to get the two ROBs sanctioned for my constituency for the first time. So, in the previous regime one had run from pillar to post for getting an ROB sanctioned. Now power has been decentralised and it has been given to the Divisional Manager. Once the Divisional Managers have been given the powers they should exercise them and at the same time the mindset of the officers should also be changed. The hon. Minister should take note of that. Many times it so happens that the officers do not give the true picture of

the local area. Today any person who goes to the railway station has to close his eyes and nose to pass through that place. So, we all should introspect irrespective of the party lines and make efforts for the development of the railway stations, railway tracks and railway wagons. A common man of the country should be able to travel by a rail. उसमें कोई भी आदमी शांति से यात्रा कर सकता है, ऐसा संदेश आना चाहिए। पहले ऐसी परिस्थिति थी कि रेलवे स्टेशनों में नाक और आंख बंदकर जाना पड़ता था, लेकिन मोदी जी के झाड़ू हाथ में लेने के बाद आज सब रेलवे स्टेशन स्वच्छ हो गये हैं। इन स्टेशनों को इतने सालों तक किसने गंदा किया और इस गंदगी के लिए कौन जिम्मेदार है, इसके लिए my friends on the other side should think about it. Today the Railways are giving employment to a large number of people. मैं दीदी का भी अभिनंदन करता हूं। When Ms. Mamata Banerjee was the Railway Minister she gave a pass for Rs. 25 to a common man. कॉमन मैन, लेबर्स को 25 रुपये में जाने के लिए अगर एक एमपी लैटर दे देता है, इज्जत पास दे देता है, तो वह गरीब आदमी जा सकता है। हमारे प्रधान मंत्री श्री नरेन्द मोदी ने भी उसे कन्टीन्यू किया है। कोई भी कुली या मजदूर 25 रुपये में सौ किलोमीटर दूर जाकर काम कर सकता है और वापस घर आ सकता है। Railways are for the poorest of the poor people. Our friends on the other side only concentrated on making AC coaches and ए.सी. कोचेज में गरीब लोगों को ट्रैवल करवाने की बात की जाती है, लेकिन घोषणा केवल श्रीमंत लोगों, बड़े-बड़े लोगों के लिए की जाती है। इन 65 सालों में यही काम हमारे नेताओं ने किया है। ...(व्यवधान) हमारे नेता नहीं, आपने किया है। ...(व्यवधान) इसके लिए आज रेलवे डेवलपमैंट is very important and we have to introspect and see that there is development of the railway stations.

I would like to make one suggestion to our hon. Railway Minister. Like in Zila Panchayat they are making Committee Chairman, so also the Railways should make the concerned Member of Parliament of that area the Chairman for each district. Only then the respective Members will take great interest in the cleaning and development of the Railways. So, they should be made the Chairmen of the district committees. The Railways authorities are functioning as though they are still under the British rule. They are not realising that they are Indian Railways. The rules and regulations which are followed are still those of the British days.

So, I request the hon. Minister to change the system and make the respective Member of Parliament as the Chairman to see that railway stations and railway tracks are clean and service oriented. I congratulate the hon. Railway Minister for the development of the Railways. Once again, I congratulate the hon. Prime Minister for keeping the vision of the Railways for future.

SHRI R. GOPALAKRISHNAN (MADURAI): Hon. Deputy-Speaker Sir, I thank the Chair for this opportunity to speak on behalf of AIADMK Party ably guided by our *Makkalin Mudalvar, Manbumigu Puratchi Thalaivi Amma.*

We have got another opportunity to go into the performance of the Railway Ministry. We are now looking into the financial performance in the light of the Demands for Grants pertaining to the Ministry of Railways.

Even while participating in the Railway Budget, I had pointed out to the needs and pending projects pertaining to my constituency, Madurai. Madurai has a railway junction that has direct link with all parts of the country. But unfortunately, I do not find allocation of adequate funds for both the ongoing and new projects. We have to infer that the internal resource generation has fallen drastically. Its percentage has come down from 28.7 per cent in 2010-11 to 17.8 per cent in 2015-16. The Railway Minister had stated that financial mobilization will be carried out in a big way. But I want to sound a word of caution here. Already, the borrowings have gone up from 23.9 per cent to 40.6 per cent. The railway finances even at the estimated level has come down to 41.6 per cent from 49.3 per cent than the previous year. Hence, while mobilizing funds, neither we must walk into a debt trap nor must we get entrapped with the private sector in a big way. This will come in the way of independent nature of the Railways in serving the public.

The Railways are not carrying out the sanctioned projects on their own. Unfortunately, they fail to carry out even when State Governments like the Government of Tamil Nadu are coming forward to fund such projects.

For instance, I would like to cite the example of pending projects like the road under bridge in Kolathupalayam in Karur at a cost of Rs. 6.70 crore and in Pasupathypalayam at a cost of Rs. 6.50 crore. The Government of Tamil Nadu guided by our honourable leader, *Puratchi Thalaivi Amma,* had already released its share of funds from its limited resources. Still, the Railways have not completed the basic procedures even after ten years. The Salem Division authorities have not given the railway estimates as yet. Every time when we enquire about it, they pass on the buck and delay the project beyond measure. This will only lead to cost escalation. Repeated written and personal requests have not yielded any result.

Similarly, Pudhukolathupalayam Road Under Bridge between Karur-Salem Section is also delayed for want of estimate from the Railways. This is the fate of the new sanctioned project. I would like to know the purpose which the Demands for Grants will serve if commitment is not there on the part of the Railways.

Hence, I urge upon the Ministry of Railways to expedite the completion of all pending projects in Tamil Nadu in a time bound manner.

We have already expressed our disappointment over no announcement on new train services. At least now, we expect that you may come up with some announcements based on the requests made by Members like myself during the debate on the Railway Budget. There is a need to enhance the railway infrastructure in and around Madurai. This is necessary to convert all trains connecting Chennai and Madurai as Super Fast trains. There is also a demand for introducing a Duranto Express at least twice a week between Madurai and Chennai. While augmenting the efficiency through these measures, it will also be necessary to improve or to upgrade Koodalnagar Station as a satellite railway terminal.

This is a feasible suggestion because already there is a proposal to make Koodalnagar as an Adarsh Station. It handles 30,000 passengers everyday and is situated three kms. away from Madurai Junction. There is also a need to provide a stoppage to all the trains passing by Koodalnagar, Thiruparankundram and Thirumangalam.

Our Government of Tamil Nadu ably guided by our hon. leader, Puratchi Thalaivi Amma, had taken up with the Centre already that the completion of doubling of Chennai – Kanyakumari line must be taken up on priority. The Government of Tamil Nadu has also insisted that Chennai – Kanyakumari, via Madurai line, Madurai – Coimbatore and Coimbatore – Chennai lines must have high speed passenger rail link. Our persistent demand for Chennai – Thoothukudi freight corridor is also pending with the Railways.

We expect that adequate funds will be allocated at least in the Supplementary Demands for Grants to complete these projects at an early date. In

the month of May, our Government of Tamil Nadu is holding a Global Investors Meet in Tamil Nadu. In the light of this, we need to stress that our infrastructure facilities are strengthened further.

Right from the days of the colonial era, the Southern Railways have always earned more revenue for the Railways. To continue with that tradition, the Southern Railways must get more of upgradation, modernisation and improvisation.

The Integral Coach Factory in Perambur, Chennai has been recently extended up to Villivakkam and has got enough of potentialities to double the production capacity which it had thirty years back. I learnt from the engineers and senior authorities of the ICF, Perambur that if they are given orders to manufacture metro rail coaches, they can accomplish the task efficiently. Even 25 years back, the ICF was manufacturing coaches for export with automatic doors and other advanced facilities. In order to save foreign exchange and bridge the fiscal deficit, the Railways must make use of full potential of the ICF, Perambur by rejuvenating it and reposing faith in it.

When I mention about the modern coach facilities, I want to stress on the need to provide modern coaches to Pandian Express, the pride of entire Tamil Nadu. Pandian Express and Vaigai Express trains are the face of change in the Railways' advancement. At this point of time, I would like to stress upon the need to link Madurai with Karaikudi, *via* Melur and I urge upon the Railways to take up this new railway line project at the earliest to bring out a socio-economic change in this area.

There is already a direct rail link between Madurai and Bengaluru. But unfortunately the load of passengers cannot be accommodated by the single train in operation. Considering the felt need of the travelling public, an additional train between Madurai and Bengaluru may be introduced with a First AC coach.

I would like to point out that there is a three-decade long pending project between Madurai and Bodinayakanur.

The Minister of Railways, in his Budget speech, had stated that priority will be accorded to lay a new line to a length of 2,000 kms. in the coastal regions of the country. As part of it, the Ministry of Railways must include the linking of Karaikudi with Thoothudi, *via* Devakottai, Thiruvadanai, Thondi, Devipattinam, Ramanathapuram, Kizhakarai, and Sayalkudi. This will give an impetus to the new freight corridor between Chennai and Thoothukudi.

When it comes to expedite the pending projects, I would like to bring to your notice about the construction of the already sanctioned new line between Chinna Salem and Kallakurichi as part of Cuddalore – Virudhachalam – Salem gauge conversion project. The Government of Tamil Nadu, guided by hon. Puratchi Thalaivi Amma has already released 50 per cent of our share of which Rs. 64.5 crore is exclusively meant for Chinna Salem and Kallakurichi new line project.

I urge upon the Minister of Railways to meet the needs of Tamil Nadu which will definitely pay rich dividends to Railways.

With these words, I conclude. Thank you.

DR. ANUPAM HAZRA (BOLPUR): Mr. Deputy-Speaker, Sir, thank you for giving me this opportunity to speak on the Railway Budget. This time the speech given by the Minister of Railways was full of flowery words and some catchy words, like PPP, acche din, etc. The speech has some of the catchy terms like PPP and *Achche din.* Expectations were high but the thing is that it did not live up to people's expectations ultimately. The first thing that I mention is about setting the priority right. It is important to ensure basic minimum passenger facilities and security. Wi-fi and bullet trains as reflected in the latest Budget can wait till we get our toilets in trains cleaned; till we can ensure security of the passengers; till we can reduce the number of accidents to the level to be called as an isolated incident; till we can run the trains on time in normal situations. These should have been the priorities – clean trains, clean tracks and clean platforms. Quality services matter more than the superfluous modernization. For example, earlier Wi-fi was introduced in the Howrah-Rajdhani train with much fanfare. But no one was bothered to check the quality of the service. Even a 1 KB Whatsapp message takes five minutes to get delivered.

Secondly, there is no mention of any new train. No new train was announced, only to maintain the disparity initiated in the previous Budget which was presented earlier to this one. What requires is rationalisation in the announcement of new trains. Last year, new trains were announced to make the Budget populist and this time, there is no new train. So, this clearly reflected that there is lack of rationalisation on the part of the Railway Ministry.

Thirdly, I would like to say that there is ambition without any specification. Though many tall promises are made, yet it is not clear where the resources would come from. Fare hike cannot be the sole source of revenue for the Railways. There is statistics but no deadline and blue-print of the promises to be fulfilled. The Railways need to be more imaginative in finding solution to its problems and attracting investment. The nation-wide network needs to be fully exploited and for this what is needed is out-of-the-box thinking. Privatisation or fare hike is not a solution.

Coming to the West Bengal situation, in the last Railway Budget, West Bengal has totally been ignored because projects worth hundreds of crores of rupees are stuck in West Bengal but allocation is very little. Moreover, there is no mention of the Metro Railway Project in the Annexure to the Railway Budget, 2015-16. Moreover, rejuvenation of financially ailing world heritage site Darjeeling-Himalayan Railway, capacity augmentation of train maintenance siding facility in major stations in North-Bengal, the earlier proposed Axle factory were a few points on which the commercial arena here expected the Railway Minister to make specific mention.

Coming to the fare hike, thankfully this Railway Budget has not hiked the price or fares. Though directly no additional burden of fare is imposed on the passengers, yet the hike in freight is anyway going to impact the people in general. It is a well-contrived trick to put a pro-people face, while stabbing them from behind indirectly. Apart from this, the price has already been increased last year, while the price of rail fuel has gone down significantly in recent times. So, anyway, the passengers would be paying more. At the same time, not hiking fares in the Budget is no relief to the people as these days, they are revised without making provisions for them in the Budget. After coming to power, this current Government has already hiked the rail fare but, with the decrease in diesel prices six to seven times in the last one year, it was expected that the fare should have

been reduced.

So, in short, I would like to say that in a welfare State like India, it is expected of the Government that it should take care of each and every facility of its people. But, somehow, be it the Union Budget or the Railway Budget, it has been reflected that democracy is redefined as for the people, of the people and by the people! Thank you very much.

15.00 hrs.

श्री बलभद्र माझी (नबरंगपुर): उपाध्यक्ष महोदय, आपने मुझे रेल बजट की ग्रांट डिमांड पर चर्चा करने का अवसर प्रदान किया है, इसके लिए आपको धन्यवाद देता हूं। मैं सबसे पहले रेल मंत्री और रेल राज्य मंत्री को बधाई देना चाहूंगा कि कई वर्षों के बाद अच्छा बजट पेश किया गया है। उड़ीसा के जो प्रोजेक्ट्स चल रहे हैं, उनके लिए 700-800 करोड़ रुपयों का प्रावधान रखते थे उनके लिए इस साल 2800 करोड़ रुपए दिए हैं, इसके लिए वे बधाई के पात्र हैं। रेलवे में बहुत से नए काम करने के लिए, रेलवे में सुधार लाने के लिए प्रस्ताव रखे गए हैं लेकिन एक चीज मुझे समझ नहीं आ रही है कि क्यों रेल मंत्रालय को या मंत्री जी को झिझक है कि बहुत सारे डब्लिंग-थर्ड लाइन प्रोजेक्ट्स सैंक्शन किए हैं लेकिन कई नई लाइनें जो इक्नोमिकली वायबल हैं, रेलवे के लिए फायदेमंद हैं, उन लाइन्स को सैंक्शन नहीं किया है। जैसे उड़ीसा में छह प्रोजेक्ट्स हैं जो इक्नोमिकली वायबल हैं, जैसे जूनागढ़, अम्बागुड़ा जिसका आरओआर 14.78 परसेंट है, थेरूआली-गौनपुर जो 14 परसेंट है, रायगढ़ा-गौनपुर 17 परसेंट है, बरगड-नोआपुरा रोड 18 परसेंट है, राजरगड-खुर्दा रोड 19 परसेंट है, तालचेर-अनुगूल 32 परसेंट है। यह बहुत ज्यादा है। यहां डबल लाइन-थर्ड लाइन जितना फायदा देता उससे अगर नई लाइन बनाते तो रेलवे का फायदा तो होता ही, उसके साथ जो पिछड़ा एरिया है, ट्राइबल एरिया है, नक्सलवाद प्रभावित एरिया है, उन सभी जगहों को इससे फायदा होता। मुझे समझ नहीं आ रहा है कि रेल मंत्रालय और रेल मंत्री जी ने इसे सैंक्शन क्यों नहीं किया।

इसके साथ नई ट्रेन चलाने के बारे में भी मैं कुछ कहना चाहता हूं। हमारे देश की आबादी हर साल बढ़ती दो-ढाई करोड़ बढ़ती जा रहा है। सालाना पैसेंजर्स की संख्या में भी बढ़ोतरी हो रही है। ऐसी कोई ट्रेन नहीं है, जिसमें वेटिंग न होती हो। बहुत सारी ट्रेनों में कोच लगाने की जरूरत है। इसके साथ-साथ जैसे हमारी पिछड़ी स्टेट है, उसमें नई ट्रेनों का इंट्रोडक्शन करना भी बहुत जरूरी था। जैसे कि दूरंतो एक्सप्रेस भुवनेश्वर से मुम्बई, पुरी से जोधपुर, भुवनेश्वर से पुणे, भुवनेश्वर से बैंगलोर, पुरी-सूरत, इसमें दूरंतो ट्रेन की जरूरत है। भुवनेश्वर से दिल्ली के लिए अभी जो राजधानी ट्रेन आ रही है वह खड़गपुर होते हुए आ रही है और मुश्किल से दो-तीन जिलों को टच करती है। उससे ज्यादा कवरेज उड़ीसा राज्य को नहीं मिल रही है। मेरा निवेदन है कि भुवनेश्वर से सम्भलपुर होते हुए दिल्ली तक रोज राजधानी ट्रेन चले, जिसमें अधिक संख्या में पैसेंजर तो होंगे ही, लेकिन इससे 187 किलोमीटर कम होंगे और रनिंग टाइम भी तीन घंटे कम होंगे। इसके साथ हम चाहेंगे कि विशाखापट्टनम-इलाहाबाद के बीच में एक ट्रेन हो, टीटलागढ़ से भुवनेश्वर के बीच में एक ट्रेन हो, क्योंझर हावड़ा के बीच में एक ट्रेन हो, बडबिल-विशाखापट्नम के बीच में एक ट्रेन हो, राउरकेला और दिल्ली के बीच में ट्रेन चले, भुवनेश्वर-चंडीगढ़- कालका के बीच एक ट्रेन चले। इसके साथ ही आस-पास के जो स्टेशंस हैं, उनमें इंटरसिटी चलाने की जरूरत हमारे एरिया में है जैसे पुरी-टाटा, भुवनेश्वर-टाटा-ब्रह्मपुर, जयपुर कोटा से होते हुए भुवनेश्वर, पारलाकमड़ी से भुवनेश्वर, ब्रह्मपुर से हावड़ा, रायगढ़ से भुवनेश्वर और भुवनेश्वर और राउरकेला के बीच में सैकेंड इंटरसिटी की जरूरत है क्योंकि जो पहले इंटरसिटी चल रही है उसमें बहुत भीड़ होती है अतः सैकेंड इंटरसिटी की जरूरत है। ब्रह्मपुर से राउरकेला के बीच में वाया क्योंझर और बासपानी होते हुए एक्सप्रेस ट्रेन की जरूरत है, एक पैसेंजर ट्रेन पुरी और बडबिल के बीच में, एक पैसेंजर ट्रेन रायगढ़ और बोलांगीर के बीच में और एक एक्सप्रेस ट्रेन जगदलपुर से कोलकाता के बीच में चल, ब्रह्मपुर से पुरी के लिए एक एक्सप्रेस ट्रेन चले एवं जगदलपुर से दिल्ली के लिए कोई ट्रेन नहीं है। बस्तर-कोरापुट यह एरिया करीब अस्सी लाख की आबादी का होता है, जो स्विटजर लैंड की आबादी के बराबर है। इसी एरिया से दिल्ली के लिए डायरेक्ट कोई ट्रेन नहीं है। अतः सीधे जगदलपुर से दिल्ली के लिए ट्रेन चले। पुरी-भुवनेश्वर से शिर्डी की फ्रिक्वेंसी बढ़ाई जाए, भवानीपाटना से भुवनेश्वर-सम्भलपुर होते हुए एक ट्रेन चले। पुरी और भोपाल के बीच झांसूगुड़ा होते हुए एक ट्रेन चले, बारीपदा और भुवनेश्वर के बीच में एक ट्रेन चले। ऐसी कई ट्रेन्स हैं, जिनके बारे में लिखित रूप में हमारे मुख्यमंत्री जी ने डिमाण्ड रखी है। कई ट्रेन्स ओडिशा होते हुए चलती हैं, ओडिशा से चलती हैं, वे बहुत लम्बी दूरी की ट्रेन्स हैं, लेकिन उनमें पैंट्री कार की सुविधा नहीं है। लम्बी दूरी की ट्रेन्स में पैंट्री कार नहीं होने से पैसेंजर्स को प्राब्लम होती है। अतः हमारी मांग है कि भुवनेश्वर से कुर्ला एक्सप्रेस (12145-12146) में पैंट्री कार की सुविधा दी जाए। उसी तरह से पुरी-तिरुपति एक्सप्रेस (17479-17480), भुवनेश्वर-सिकन्द्राबाद विशाखा एक्सप्रेस (17015-17016), पुरी-सूरत एक्सप्रेस (12743-12744), पुरी-कामाख्या एक्सप्रेस (15643-15644) और पुरी-पटना वैद्यनाथ धाम (18449-18450) आदि ट्रेन्स बहुत लम्बी दूरी तक चलने वाली ट्रेन्स हैं। अतः हमारा निवेदन है कि इन ट्रेन्स में पैंट्री कार की सुविधा दी जाए।

महोदय, हमारे यहां कुछ एरियाज ऐसे हैं जिनमें इलेक्ट्रिफिकेशन हो चुकी है, वहां ईएमयू चलाने के लिए काफी स्कोप है। भुवनेश्वर-कटक-भुवनेश्वर, भुवनेश्वर-खुर्दा-पुरी, भुवनेश्वर-खुर्दा रोड-ब्रह्मपुर, भुवनेश्वर-ढेंकानाल, कटक-पारादीप आदि जगहों पर अगर ईएमयू चला सकें तो बहुत अच्छा होगा। मैं रेल मंत्री जी से गुजारिश करना चाहूंगा कि कुछ ट्रेन्स की फ्रीक्वेंसी बढ़ाने की भी जरूरत है, जैसे विशाखापट्टनम-निजामुद्दीन समता एक्सप्रेस आज पांच दिन चलती है, उसे डेली कर दिया जाए। पुरी से अहमदाबाद एक्सप्रेस, जो एक दिन संबलपुर होकर चलती है और चार दिन वाया विजयनगरम चलती है, उसे बढ़ाकर चार दिन और पांच दिन चलाया जाए। भुवनेश्वर से कुर्ला एक्सप्रेस हफ्ते में दो दिन चलती है, इसे चार दिन किया जाए। पुरी-हावड़ा एक्सप्रेस वीकली चल रही है, उसे बाई-वीकली कर दिया जाए। भुवनेश्वर-हावड़ा जनशताब्दी आज सप्ताह में छः दिन चलती है, उसे प्रतिदिन चलाया जाए।

महोदय, बहुत से इश्यूज हैं। मैं प्रार्थना करूंगा कि हमने लिखित रूप में जो मांगें की हैं, रेल मंत्रालय, रेल मंत्री जी उन पर गौर से चिन्तन करके सैंक्शन करेंगे। धन्यवाद।

HON. DEPUTY SPEAKER: I want to inform the House that those Members who want to lay their written speeches, they can do so. Many Members are interested to say something about the needs of their constituencies. Therefore Members are permitted to lay their written speeches on the Table of the House.

DR. RAVINDRA BABU (AMALAPURAM): Mr. Deputy Speaker, Sir, I thank you for giving me this opportunity. I have already spoken on this Railway Budget before and so I would like to reiterate in this Debate on the Demands for Grants of Railways that I have been specifically pressing for one Konaseema Railway line which runs parallel to the East Coast Railway for various valuable and reasonable considerations. I have already quoted those reasons in my previous speech.

15.08 hrs (Shri Konakalla Narayana Rao *in the Chair*)

The first reason that I have quoted is commercial. This railway line would be commercially viable. I am not asking this railway line just for the sake of decoration. This is a railway which would cater to the needs of the East Coast and also to the oil and gas operations in the KG Basin. This Konaseema area is very beautiful and scenic and it can also improve eco-tourism in that area. There are many commercial gains. The money that is going to be invested in this railway line would be taken back by the Railways, like the Western Railway and Central Railway, within five to six years and the Railways will achieve break even very quickly. Instead of spending money on bullet trains which require Rs. 900 crore investment per kilometer, ordinary trains require only Rs. 10 crore per kilometer. So, we can better spend that valuable money which we do not have much. India being a very poor country, we cannot afford to have a bullet train. So, let us have this Konaseema Railway line which will be commercially viable for the Railways and also it will benefit the people immensely

Sir, the people of our area have not even seen railway so far. The railway track that will be laid will not only take care of the Konaseema area of East Godavari District, but it will also be an alternative route to the East Coast Railway line. We have already over-utilized the East Coast Railway running between Kolkata and Chennai. This Konaseema area being the hub of the KG Basin, all the oil companies like ONGC, Oil India Limited, Cairn Energy,

GHPC, Reliance etc. have their drilling operations there and they are all investing about Rs. One lakh crore, as the Railway Minister has introduced PPP model in this year's Railway Budget. These companies are very keen to invest in the PPP model and also CSR which they have introduced in the recent Budget. These two things will also come to the rescue of the Indian Railways in case of any deficit in budgetary provisions.

In addition to this, I have a small proposal. Our Indian Railways, most of the time, caters to the needs of the poor people. Poor people always travel in the ordinary classes in the last two three compartments attached to any train or in the first two compartments of any train. Poor people always have to run helter-skelter to reach to the compartments. Especially my suggestion would be that in any long-distance train travelling more than 1000 kilometres, free food and water may be provided to the passengers travelling in the second-class compartments and unreserved compartments. It will go a long way in giving a good name to the Government. Our Government is pro-poor. It is not pro-rich. The people are saying that it is pro-corporate, pro-businessmen; it is not like that. Railways being the arteries of the country, being an essential part of the country, to dispel that myth, if we have to give free food and water to the ordinary people travelling in the second-class compartments, unreserved compartments, it will be a great relief to the Indian Railways.

The total route length of the Indian Railways is 65,808 kilometres in which the share of Andhra Pradesh, after bifurcation, is only 3500 kilometres. This will add at least 300 to 400 kilometres in addition to the existing railway line. Therefore, in the divided Andhra Pradesh, this railway line is also very essential. This is very much required for the economic development of the area. It is not only for that area; it will be an economic booster to the entire Andhra Pradesh under the dynamic leadership of Chandrababu Naidu *garu*. He will definitely utilize this Railway corridor for the petro corridor, for the cargo corridor and also use it for the eco-tourism. My earnest appeal to the Railway Minister is, you please consider this Konaseema Railway line earnestly though there is budgetary constraint which I understand. Since PPP model has been introduced and CSR has been allowed for investment in the Railways, these two things will definitely come to the help of the Railways. This is a national project sanctioned in 2000. There is already a delay of 14 years. Let it not be delayed further. Unnecessary price escalation will be there. It is better to start it immediately by providing a suitable budgetary support, at least Rs. 200 or Rs. 300 crore, to start with. In the coming four-five years, it will definitely reach to the target. Being the local MP, I will also try to invoke oil companies and private companies operating there to invest liberally in the Railways so that the Railways will not have any problem in making the budgetary provision.

Thank you very much, Sir. Jai Telugu Desam; Jai Hind.

*__SHRI P. R. SUNDARAM (NAMAKKAL):__ In the 2014-2015 central budget, many railways project funds were announced for Tamil Nadu but remain without any improvement.

Our beloved leader Puratchi Thalaivi Amma met our Hon'ble Prime Minister in June 2014 and gave a memorandum regarding railway needs in Tamil Nadu. In that our Amma requested for the Chennai- Kanyakumari two way line, Sriperampudur- Guindy goods railway lin, Chennai- Tuticorin goods Railway line, Superfast Train between Chennai-Madurai- Kanyakumari, Madurai-Coimbatore, Chennai - Coimbatore, Chennai- Bengaluru Superfast Trains, Avadi-Gooduwancheri Train, Avadi -Tiruvallur - Ennore Train.

In these above requests made by our Amma, Chennai-Kanyakumari two way broad gauge line, Avadi-Gooduwancheri, Avadi-Tiruvallur-Ennore Railway line works have been initiated by the Southern Railway. But sufficient funds have not been allotted to carry out the works.

I request to Hon'ble Minister for Railways to allot sufficient funds for the above Railways projects.

In my Namakkal Constituency, Namakkal Railway Station is situated on the Senthamangalam Road. During the peak hours, due to heavy traffic, passengers are not able to reach the Railway Station in time. In the interest of the general public, a study was carried out. It was observed that another road can be laid to reach the railway station through Thuraiyur road which is beside the Railway track. Vacant land is also there on the western side of the Railway track that is suitable for a new road.

A joint inspection was conducted on 17th November 2014 for the new road by the southern Railway Divisional Manager, Divisional Engineer and myself. It was proposed to take up the new approach road which is estimated to cost Rs. 3 Crores (three Crores). Hence , the Hon'ble Railway Minister may consider my request and take necessary steps to complete the laying of road to link the Railway station.

Railway route from Salem Junction to Karur is at present running on single line track. This causes interruption for newer trains to run in this pathway. So the single line, which is at present, be soon made as double line track. Trains running from Salem Junction to Karur is at present operated by diesel engine since the line is not electrified. I request Hon'ble Minister to take necessary action to electrify the railway route. The Chennai express running from Chennai to Salem may be extended up to Namakkal. The passenger train running from Salem to Karur may be extended up to Tiruchirapalli and also be operated on Sundays. A computerized Reservation counter may be setup in Rasipuram Railway Station to benefit general public.

*SHRI V. ELUMALAI (ARANI): While discussing the Demands for Grants for the Ministry of Railways, let me point out to the record investment plan of over Rs. 1 lac. Crore in 2015-16. With a long term plan, this Ministry has evolved scheme of things to happen in the future.

I recall that this year's budget mentions about the increasing of the speed of passenger trains which may help us to go for optimum utilisation and introduction of more trains. At the same time, I must point out the non-introduction of any new train this year.

Safety and security of the rail travel is to be taken care of with the use of modern technologies. Making use of IT technologies, passenger amenities are to be enhanced. Our visionary leader, Amma has referred to certain aspects of this year's budget like the need to go in for special Purpose Vehicle.

The blueprint for development of railways spelt out by our hon'ble railway minister must take shape to fulfill the hopes of the people. I hope the Railway Minister would include all the ten projects like doubling of line between Chennai and Kanyakumari and high speed passenger train links between Chennai and Kanyakumari, Madurai and Coimbatore, Coimbatore and Chennai. This was taken up by our Government of Tamil Nadu led by our hon'ble Puratchi Thalaivi Amma.

The two ongoing projects, namely, Tindivanam to Thiruvannamalai and Tindivinam to Nagari were announced in 2006-2007 Railway Budget. Though seven years have elapsed, there is very show progress. I have raised this issue in Parliament several times, so far no action has been taken.

The Railway Minister in his reply on 20th April 2015, stated that Tindivanam - Nagari New Line Project (179kms) at a cost of Rs. 583 crore has been taken up. He also stated that the work on Walajah Road - Ranipet Section (6.5 kms.) has already been completed. Though the State Government has funded its share, this project along with Tindivanam - Thiruvannamalai New Line Project (70 km) at a cost of Rs. 227 crore is getting delayed. The reply given by the Minister is not satisfying and I request him to have a relock. The amount of compensation towards land acquisition must be borne by the railways and further delay will only add up to the cost escalation of the project.

I urge upon the Railway Minister to take up the project linking the coastal area along the East Coast side between Chennai and Tuticorin Via. Puducherry, Cuddalore, Karaikkal, Nagapattinam, Karaikudi, Devakottai, Thiruvadanai, Thondi, Devipattinam, Ramanathapuram, Kizhakarai, Sayalkudi.

श्री विनायक भाऊराव राऊत (रत्नागिरी-सिंधुदुर्ग) : सभापति जी, भारतीय रेलवे की अनुदानों की मांगों पर यह सदन चर्चा कर रहा है। यहां पर रेल राज्य मंत्री सिन्हा जी बैठे हुए हैं। जब भी इनसे बात करने का मौका मिलता है तो मैं इनसे विनती करता हूं कि कोंकण रेलवे का कोई स्पेसिफिकेशन कभी भी सदन में नहीं मिलता है कि इस पर किसका कंट्रोल है, कौन चला रहा है और कैसे यह चल रही है। कोंकण रेलवे कार्पोरेशन होने की वजह से रेल बजट में भी इसे स्थान नहीं मिलता है। इसकी एक एडवाइजरी कमेटी है। हमें पत्र मिला कि कोंकण रेलवे की एडवाइजरी कमेटी में आप सदस्य के रूप में नियुक्त हुए हैं, लेकिन दस महीने हो गए, अभी तक इस एडवाइजरी कमेटी की कोई मीटिंग नहीं हुई।

कोंकण रेलवे भले ही कार्पोरेशन हो, लेकिन इस पर भारतीय रेलवे का कोई कंट्रोल होना चाहिए। यह कठिन परिस्थिति में उत्तर और दक्षिण भारत को जोड़ने वाली रेलवे है। कोंकण रेलवे का निर्माण स्वर्गीय मधु दंडवते जी के प्रयासों से हुआ था। आज यह भारत का सर्वोत्तम रेल मार्ग है। कोंकण रेलवे का निर्माण सिर्फ महाराष्ट्र के लिए ही नहीं हुआ, बल्कि गोवा, कर्नाटक और गुंटूर तक यह गई है। माननीय रेल राज्य मंत्री सिन्हा जी से जब हम मिलते हैं तो यह अच्छा रिस्पॉंस देते हैं इसी तरह से रेल मंत्री माननीय सुरेश प्रभु जी भी अच्छी तरह से रिस्पॉंस देते हैं। लेकिन दुर्भाग्य की बात है कि कोंकण रेलवे बोर्ड को कंज्युमर्स के हित के लिए जो भी करना चाहिए या कंज्युमर्स के हित में जो भी प्रावधान करने चाहिए या लोकप्रतिनिध या कंज्युमर एडवाइज़री बोर्ड के साथ उनकी जो चर्चा होनी चाहिए, वह मेरे चुनकर के आने के बाद से दिखायी नहीं दी है। कोंकण रेलवे से सफर करने वाले यात्री हमेशा शिकायत करते हैं और खास कर मुम्बई से, जहां से यह निकलती है, पनवेल से रोहा तक तो ठीक है, लेकिन उसके बाद सिंगल ट्रैक है। सिंगल ट्रैक होने के कारण यात्रियों को दो-ढाई घंटे केवल क्रॉसिंग के लिए रुकना पड़ता है। आज परिस्थिति यह है कि सिंगल ट्रैक पर केपेसिटी से ज्यादा ट्रेन्स चल रही हैं। गुड्स ट्रांसपोर्ट भी वहां से बहुत गुजरता है। जिसके कारण ट्रैक की आयु कम हो रही है। इसी तरह की शिकायतें रेल सुरक्षा आयोग ने भी दी है। कोंकण रेलवे पहाड़ी इलाके में है और वहां बरसातों में लैण्ड स्लाइडिंग की आशंका रहती है। इसलिए हमारी मांग है कि जहां भी रेल सुरक्षा आयोग ने रिस्की ट्रैक डिक्लेयर किया है, वहां के रेल ट्रैक्स को रिप्लेस करने का आदेश आप वहां के प्रशासन को देने की कृपा करें। मेरी विनती है कि आप उनको एक बार दिल्ली में बुलाइए और वहां के लोकप्रतिनिधियों को भी बुला कर एक मीटिंग रखिए और वहां के यात्रियों की जो भी शिकायते हैं, उनको दूर करने की कोशिश कीजिए। हमें आप पर भरोसा है कि आप कर सकते हैं। वहां अभी सीजन शुरू हुआ है और कई गाड़ियां चलाने की जरूरत है। उत्तर भारत से दक्षिण भारत तक ट्रेन्स दौड़ती हैं। लेकिन महाराष्ट्र से गोवा तक जाने वाले यात्रियों के लिए जिस तरह से गाड़ियां मिलनी चाहिए, स्पेशल ट्रेन्स होनी चाहिए, ऐसा दुर्भाग्य से नहीं किया गया है। मेरी प्रार्थना है कि कोंकण रेलवे का डबलिंग का जो भी प्रस्ताव पिछले कई वर्षों से लम्बित है, उसे चलाने के लिए चाहे भारतीय रेल के माध्यम से, चाहे प्राइवेट इनवेस्टर हो, उन्हें कोंकण रेलवे में डबलिंग के लिए आमंत्रित करें और इसके साथ-साथ इलेक्ट्रिफिकेशन का बहुत बड़ा मुद्दा है जिसे जल्दी से जल्दी करने की जरूरत है। सारी जगहों पर इलेक्ट्रिफिकेशन हो चुका है। डबलिंग का कई राज्यों में काम शुरू हो चुका है लेकिन कोंकण रेलवे इससे बहुत दूर हो चुका है। इसके इलेक्ट्रिफिकेशन के लिए भी चाहे सारा काम एक साथ न किया जाए लेकिन रोहा से मडगांव तक का इलेक्ट्रिफिकेशन फर्स्ट स्टेज में करें।

मैं आखिर में एक बात कहना चाहता हूं कि जब कोंकण रेलवे का निर्माण हुआ था, तब एक प्रस्ताव था कि कोंकण रेलवे को प्रोफिट में लाने के लिए पोर्ट कनेक्टिविटी जरूरी है। पोर्ट कनेक्टिविटी के लिए मैं रेल मंत्री सुरेश प्रभु जी का अभिनंदन करता हूं जिनके प्रयासों से कोंकण रेलवे की दिगिही पोर्ट की कनेक्टिविटी का करार आपने किया है। मंगलोर पोर्ट को भी कोंकण रेलवे से कनेक्ट करने का प्रस्ताव सबसे पहले था, लेकिन आज तक उस पर कोई कार्यवाही नहीं की गई है। मेरी विनती है कि मंगलोर पोर्ट कनेक्टिविटी का प्रस्ताव आप पूरा करें और कोंकण रेलवे के ऊपर प्रवास करने वाले यात्रियों को अच्छा मौका दें। धन्यवाद।

***SHRI C. R. CHAUDHARY (NAGAUR):** At the outset, I should congratulate the hon. Railway Minister Shri Suresh Prabhakar Prabhu and our Hon. Prime Minister Narendra Modiji for giving the country a forward - looking, pragmatic and strategy-oriented budget with an innovative approach. We are confident that, the proposed measures and initiatives as announced by the Railway Minister, if executed and implemented effectively, will go a long way to restore the prime place for railways in our national economy.

As everybody knows, Railways is India's lifeline and at present it constitutes one of the largest networks in the world after the US, Russia, Canada and China. Yet for the last many years, the Railways service networks in the country were in dire needs of reforms and revamps. There were many instance of mismanagement of Railways perpetuated by previous Governments, and mainly UPA Governments of last 10 years. Several budgetary announcements were made pertaining to laying new lines, new trains and new railways related companies were established in the past, even though the fact is that the Resources generated at that point of time are not adequately helpful to fulfill those announcements. Announcements were made then just for the populism and vote banks. This resulted the ruining of Bharatiya Rail's economy.

Ever since our Hon'ble Prime Minister has started attaching priorities to the sector, we are now looking forward to have good - times *(Acche Din*) for our Railways. After going through this budget, one can reach to make the irresistible conclusion that ***it is a revolutionary budget for the holistic developments of the Bharatiya Rail.***

The Budget has correctly focused on building partnerships, leveraging resources, revamping management practices, systems and processes, and setting standards for much-needed governance and transparency. For the first time in India's Rail history, the budget remains silent on announcing new trains. Rather, the focus was more on the strengthening and enhancing service standards. The first time even such policy departure has taken place. I salute the Hon'ble Minister for doing so. I will come one by one to justify why this is one of the best - rated Railways Budget presented so far.

First, the Hon'ble Railway Minister has rightly sought the partnership with key stakeholders to make the Bhartiya Rail a better transport system in the country. Including state as rightful partner reflects the spirit of cooperative federalism, that Hon'ble PM is currently focusing on. To attract huge investments, modernising infrastructures including building railways stations, adding tracks and building road over bridges and under bridges, and overcoming obstacles such as land acquisition to complete most of the pending works, require states cooperation. Projects worth Rs.2 lakh crore are pending so far, because states do not cooperate in sanctioning land. Once a project has been indentified , the railways can form a joint venture with

the state to implement it, which could also be done through an SPV(special purpose vehicle) . Each state represents a cultural, regional and economic (tourism, mine, industry clusters) distinctiveness that need to be valued. The current Budget celebrates such diversities and constructively shows inclusiveness in Railways development.

Besides, the long pending tasks also requires effective investments coming from both private sectors and partnering with bilateral and multilateral organisation. No longer does the railways choose which projects are open to private investment. Instead, investors can pick the projects they want to fund. Earlier there were only eight stations on offer which the railways wanted to develop as model stations, now it is open to 700 railways station. Here the Minister presents umpteen opportunities for the private sectors to look for economically viability ventures in their investments.

Second, enhancing Rail infrastructures and quality requires huge capital investments. This Budget envisages an investment plan of Rs. 8.5 lakh crore from 2015-2019, out of which Network Decongestions and Network Expansion (including electrification) constitutes 46% of the total investment plan. The Minister has attached priority to " Safety " component by allocating nearly 1.27 lakh crore by the end of Financial Year 2019. Towards enhancing speed of the Trains, the Budget plans for investing 65,000 crore and for the Passenger amenities it plans to invest nearly 12,500 crore, This prospective investment plan will certainly guide Bharatiya Rail to reset its priorities for the next five years along with predictable revenue generation. Besides, this Budget has proposed to have best-ever operating ratio for operational and business efficiency. Lower operating ratio helps generate higher internal resources for safety, amenities and modernization of the system. An operating ratio of 88.5% against a targeted operating ratio of 91.8% means that from every Rs. 1 earned, the railways will spend 88.5 paise and retain 12.5 paise as surplus. The best-ever operating ratio achieved by the railways was 74.7% in 1963-64. This target is achievable and kudos to our Hon'ble Minister and PM for setting such targets.

Third, the Minister has committed himself to adhere to highest level of transparency and accountability in the Railways governance and functioning reflecting his true personality and character as indomitable leader and administrator. We all know his full commitment to reform and delivering results against all odds, like our able and charismatic Prime Minister. The combination of such two towering leadership will certainly do wonders for the ailing Railways. In the past we have seen bizarre leadership where allegations of corruptions and nepotism become matter of debates inside and outside of the Parliament. Our Minister when declared profoundly his decision of delegating ' Tender Approving Power" to General Managers, he led from the front in delegating power to his subordinates to act quick and undertaking improved decisions. This will cut precious time within the system and will act againt centralisation of authority. Now General Managers of various regions need to act swiftly to complete the pending tasks.

Forth, we must salute our Hon'ble Minister to his commitment to improve quality of life in journeys. There are very fundamental issues that need to be addressed. The Budget is sensitive to consumers' agony about the kinds of services being provided during travelling. In sync with *Swachh Bharat Abhiyan*, Railways will undertake Swachh Rail Swachh Bharat. Despite the fact that the Indian Railways has been in operation for a long time now, the one thing has not changed in almost any train is the toilet. They are dirty, they stink. Hon'ble Minister has recognized such problems, hence bio-toilets are being fitted in coaches and Research, Design and standard Organisation (RDSO) has also been tasked for making available within a period of six months a design for vacuum toilets. Onboard Housekeeping Services is also being examined to address customer concerns.

We all travel in trains but we never know when it will arrive. The Budget has proposal an all-India 24x7 helpline provide real time information to customers on its arrival and departures. Ticketing in Railways is big issue. Under the " Operation Five Minute", now each customer will get tickers, and they do not have to wait longer period to get a ticket. The Budget is also sensitive to our tech-savvy citizen to book tickets on Smart-phone. Our brave Soldiers had to take lots of pain to book tickets through issue of warrants, the elimination of such warrants will help them to travel hassle-free. Our youths need Wi-Fi all the time to be able to connect with the world. *The Digital India Initiatives would be helpful* to install Wi-Fi in all A1, A and B category stations. I further salute the Ministry for being sensitive to customer needs of getting seats in their preferred coaches through capacity additions. Comfort is all that a customer needs while travelling. We all know (being elders), how we find difficulties in getting up to Upper-Berth and Middle Berth. At least for the Senior Citizens , Pregnant Women, and physically compromised customers, this Budget has lots to offer. This reflects our Government indomitable commitment to Sab kae Saath Sabka Vikas.

I am now going to focus on national integration process initiated by our Government to reach out to North Eastern and Jammu and Kashmir. For the last sixty years, most of the time the successive Congress Government has overlooked the outreach of the Bharatiya Rail into such region. The commissioning of Udhampur-Katra was like a dream come true and so also efforts to provide rail connectivity between Jammu Region to Kashmir Vally through the Banihal Tunnel. I am sure we will achieve such targets under our able leadership of Shri Suresh Prabhu Ji . Arunachal Pradesh to Delhi train is now also a reality. All these efforts reflect the our Government stand on United India and country first.

The Country is waiting for long -time to have Bullet Train and high-speed Train connecting to major cities to curtain travel times for our work -force and travelers . I congratulate the Government for taking initiatives to make this as a reality. Customer can travel Delhi to Kolkata and Delhi -Mumbai by overnight in near future. There are technological and investment challengers and we know we can achieve it against all odds.

There are many good things that need to be lauded and also to be spoken about. However to end my speech, I recollects a poem written by **हरिवंश राय बच्चन**

लहरों से डर कर नौका पार नहीं होती, हिम्मत करने वालें की कभी हार नहीं होती

नन्हीं चीटी जब दाना लेकर चढ़ती है, चढ़ती दीवारों पर सौ बार फिसलती है

मन का विश्वास रगों में साहस भरता है, चढ़ कर गिरना, गिर कर चढ़ना न अखरता है

मेहनत उसकी बेकार नहीं हर बात होती, हिम्मत करने वालों की कभी हार नहीं होती

* **SHRI KESHINENI SRINIVAS (VIJAYAWADA):** Railway Budget is a break from the past in taking a long term view of the Railway's future by making it financially independent and operationally efficient. New Railway Budget proposes no new trains and leaves fares untouched, but promises to make travel easier and safer.

Foreign rail technology cooperation scheme; 1000MW of solar power projects on railway land and rooftops; National Institute of Fashion Technology to design bed linen and National Institute of Design better and comfortable seats; multilingual e-ticketing system, SMS alerts of arrival / departure; mobile app for grievance redressal; working group to modify accounting system to track expenditure, electrification of 6608 route kilometers in 2004-15, plan to spend Rs. 96,182 Crores in doubling / tripling/ quadrupling and electrifying 9400 KM of tracks sounds impressive but execution will be the key.

A practical and pragmatic budget instead of dwelling on populism. The four goals, of cleanliness, safety, modernization of infrastructure like Wi-Fi, e-catering and making the railways financially self sustainable, are most appropriate and well conceived. This budget can be rated as good and replete with ideas on how deficiencies in the Railways System can be plugged.

Overall, The Railway Budget 2015-16 has laid down a road map for the future with clear timelines and an overarching vision to make the Railways financially self-sustainable. It plans to expand and modernize overall infrastructure capacity to cater to the needs of the Indian economy, changing gears to a high growth trajectory.

The specific areas identified for augmentation of network capacity include:

i. 700 km of doubling, tripling, or quadrupling projects leading to communizing of 1,200 additional kilometers worth Rs.8,686 Crore.

ii. 800 km of gauge conversion and additional 77 sanctioned projects covering 9,700 km of line capacity works along with electrification at a cost of Rs.96,182 crore.

iii. Traffic facility works including construction of long block sections and augmenting terminals and so on, costing Rs.2,374 crore.

To achieve these physical outputs, Union Minister has been able to put together an innovative financial strategy. This includes.

i. Financing of remunerative projects through market borrowings routed in partnership with railway PSUs and the IRFC. Resources of Pension / Insurance funds and Multi- lateral and bilateral agencies can be tapped.

ii. Setting up an infrastructure fund for raising long -term debt from domestic as well as overseas sources.

iii. Monetizing assets rather than selling them.

However, representing Vijayawada Parliamentary Consistency and Vijayawada being the central hub of activities in the newly formed AP State, it would have been a boon if the assurance of special Railway zone in the AP Re-organization Act had been announced besides taking necessary action to provide rolling stock so that Rajdhani Express 22701/22702 from New Delhi to Vijayawada can be started at least on 1st May- May Day.

DR. BOORA NARSAIAH GOUD (BHONGIR): Hon. Chairperson, Sir, I would like to thank you for giving me this opportunity to speak on the Demands for Grants of the Ministry of Railways.

At the outset I would like to congratulate the Railway Minister, Shri Suresh Prabhu ji and his team for being different and also in particular for the new State of Telangana, unlike the previous year, a considerable amount of definiteness has been brought in.

I would like to make two observations – one is regarding my new State, Telangana, and the other is for the present and future of Railway overall.

Sir, there are many last mile projects which are pending for the last 20 to 30 years. Many people, since their childhood, are listening about these projects. For the Jaggaiahpet-Mellacheruvu-Janpahad project, a sum of Rs.100 crore was given. The Peddapalli-Karimnagar-Nizamabad project was pending for the last 25 years. For this project, a sum of Rs.141 crore is allotted. For completion of the tripling line project, that is, Macherial-

Peddapet, a sum of Rs.58 crore has been allotted. For the tripling line project, Raghavapur-Mandamarry, allotment has been given. I would like to thank the hon. Minister for giving considerable allotment for this project.

At the same time, I would like to bring to the notice of the hon. Minister, Shri Suresh Prabhu ji that there are other projects in the Telangana region, which require considerable budget. For example, take the project, Munirabad-Mahbubnagar – it is a 246 km line. Only a sum of Rs.35 crore has been allotted. It is a small allotment. If this is the kind of allotment, then it will take decades for completing this project.

The other project is Manoharabad-Kothapally railway line. The total project cost is Rs.943 crore. Out of which, only a sum of Rs.20 crore has been allotted. The hon. Railway Minister is here. For this project, the process of acquisition of land has been completed. I will take this opportunity to invite Shri Suresh Prabhu to lay the foundation stone for this project and request him to expedite this project at a faster pace like a bullet train and not a regular train.

The other project is Bhadrachalam-Kovvuru. It is a 151 km railway line. The total budget cost is Rs.923 crore. Out of which, only a sum of Rs.1 crore has been allotted. This amount is very meagre. I hope that the Railway Minister will take note of this project and increase the allotment.

The next project is Macherla-Nalgonda railway line. Nalgonda is my native district. In that place, 7,500 ultra mega thermal power project is coming up. It is the biggest project in the country. This power project requires a lot of coal. The budgeting for this line is Rs.458 crore. Out of which, only a sum of Rs.1 crore has been allotted. This allotment of Rs.1 crore is nothing. I would request the hon. Minister to expedite the process of further allotment.

The next one is Bhadrachalam-Sathupally railway line. The total project cost is Rs.337 crore. Only a sum of Rs.1 crore has been allotted. I would request the hon. Railway Minister to take note of this project. I would like to say that this allotment is Rs.1 crore is a very meagre amount.

For the railway line Akkannapet-Medak, only a sum of Rs.5 crore has been allotted. The total budget for this project is Rs.129 crore. I would request the hon. Railway Minister to take note of this project and increase the allotment.

For the electrification of the Kazipet-Vijayawada railway line, a sum of Rs.100 crore has been allotted, and I would like to thank the Railway Minister for this. This railway line connects two Telugu States and it will help to improve the traffic further.

The new tripling project – Kazipet-Balharshah railway line – needs a budget of Rs.2,020 crore. Only a sum of Rs.50 crore has been allotted. I would request the hon. Railway Minister to increase the allotment.

For the other new project – doubling of the railway line, Secunderabad-Mahbubnagar, only a sum of Rs.25 crore out of the total budget cost of Rs.1,200 crore has been allotted and it will not at all be sufficient. I would request the hon. Railway Minister to give more allotment to this project.

For the new project – Kazipet Bypass – only sum of Rs.3 crore has been allotted.

I would like to bring to the kind notice of the hon. Railway Minister that Secunderabad railway station is one of the most profitable railway stations. The Railway Hospital is also God send. It is catering not only Telangana but also parts of Karnataka, Maharashtra and Andhra Pradesh. It is catering to the needs of both the Telugu States. In his Budget speech, he had mentioned about giving a Railway University. I would request him to allot a Railway University to Secunderabad. Similarly, a Railway Medical College is the need of the hour. It is because we need a human resource. If a Railway Medical College is opened, which has got a hospital, which is meeting the MCI norms, it would greatly benefit us.

Then, Sir, there is a long pending demand to sanction a Railway division at Kazipet. I would request the hon. Minister to take note of it.

Similarly, a wagon factory was almost sanctioned 10 years back. The State Government had provided land. But there was no mention of any allotment in the Budget. So, I would request him to take note of it and do the needful.

Likewise, there is a request for doubling of the line between Bibinagar and Nadkudi. It needs immediate attention. Sufficient funds should be allotted for this project.

Now, Sir, I would touch upon the most important aspect, which concerns the two Telugu States. As you now, Guntur is the new State Capital of Andhra Pradesh named as Amaravati. Hyderabad is the Capital of Telangana. There is a lot of traffic between Hyderabad and Andhra Pradesh, particularly, newly upcoming Amaravati. I understand there is already a direction from the Railway Minister regarding starting of high speed or bullet trains. We have a beautiful (4-lane and 6-lane) highway between Hyderabad and Vijayawada, which is very straight rather than Hyderabad-Khammam-Vijayawada, which will be 60 kilometre to 80 kilometre longer. I would request the hon. Minister to take this up. I hope both our Governments would participate in this project. So, a high speed or bullet train along the highway between the two new Telugu Capitals is very necessary.

Sir, another thing is about tripling of the line between Hyderabad and Kazipet and also to set up dry port at Bibinagar. These are the important things to be taken care of.

Sir, there are three railway stations in Hyderabad-Secunderabad. They are Secunderabad, Kazipet and Nampally, which were constructed during the Nizam time. Now, it is totally congested. Many of the times, trains have to stop outside Secunderabad for half an hour to one hour because there is no place at Secunderabad station. For this, now the State Government has mooted a proposal to have two terminals at Moulali and Patancheru. So, I would request the hon. Railway Minister to consider them.

Sir, in the Budget, there was a mention of having world-class facilities at Secunderabad railway station. But so far there are no rules or procedures or norms, which have been framed. I would, therefore, urge the hon. Minister to do it at the earliest. We do not want his speech to be just an empty speech.

Now, Sir, I speak about certain things, which are general in nature. In the earlier Budgets, many Members also said, the entire thrust of the

Minister was on the PPP, that is, Public-Private-Partnership. It got failed. In the next Budget, there was no mention of PPP. It is because the private partnership comes only for making profits; they are not *samaaj sewaks.* So, if they see no profit, they are not going to come. That time also I said it. Being a doctor, in Hindi I can say: हर बीमारी का इलाज एक नहीं होता है, हर समस्या का हल पीपीपी नहीं होता है। I think, the Government has learnt this in 12 months only and in this Budget, they have not mentioned about PPP. They are more concerned about the State funds, public funds amounting to Rs. 1.5 lakh crore. There is also a mention of World Bank and ADB. There is also a fear among some people that the Railways may go into a debt trap. If I am not incorrect, I think the hon. Minister is a CA and he is a knowledgeable man. I am sure, the Railways would never go to a debt trap.

Sir, we all know that the Indian Railways is suffering from revenue losses. Today, all newspapers carried reports that there was Rs. 4,000 crore fraud committed in the Railways, which was registered because of the under-weighing and under-invoicing of the tariff on coal and iron ore. Sir, we are already starved of the funds; and it would further starve the funds. So, I would request the hon. Minister to kindly take necessary steps in this regard. Before I conclude, I would like to give two suggestions. One is for the recruitment. Presently, the recruitment is done on a countrywide basis. I request the recruitment of 'C' and 'D' category posts must be done at the zonal or at the State level. Then, each State will get a share in the posts of the Railways. Previously, if the Railway Minister is from a particular State, then all the posts were used to be filled up from that particular State. That is the fact. That will not be a helpful thing in integrating the Railways.

Regarding the ROBs, I must thank him that we have been given adequate number of ROBs. I request him to concentrate more on safety of the Railways.

***SHRI K. ASHOK KUMAR (KRISHNAGIRI):** First of all, I would like to express my sincere thanks to my party Supermo Puratchi Thalaivi 'Amma' for sending me to this august house to represent from Krishnagiri parliamentary Constituency.

This NDA government has presented the first full-fledged railway budget and I express my support to this Railway Budget.

The Hon'ble Railway Minister has introduced many schemes, proposals and introduced many new train services and proposals for running high speed trains across the country, announced many infrastructural facilities and made several MoUs with many foreign countries to develop Indian railways.

The Hon'ble Minister has taken a number of steps to modernize the Indian Railways like Operation 5 minutes to ensure that a passenger travelling unreserved can purchase a ticket within 5 minutes.

The facility of e-ticketing will help us to go paper less, SMS alert services for passengers to inform them about arrival and departure of trains.

Modern facilities for disabled citizens, senior citizens, patients through IRCTC, 24 to 26 coaches in certain identified trains, more general class coaches, ladders to be replaced.

In 400 stations, wi-fi facility will be provided, Rs. 8.5 lakh crore will be invested in Railways in next 5 years . Mobile application to address complaints of people is also being developed.

This year itself replacement of 17000 more toilets by bio-toilets is proposed. There will be surveillance cameras on select mainline and ladies compartments. A1 category stations will be given the facility of Wi-Fi. 67% more funds allotted for passenger amenities. Rs. 1,000 Nirbhaya Fund, which was lying idle so far, will finally board a train to provide women's safety.

There is proposal for Satellite railway terminals in 10 major cities and investment 84% higher, 77 new projects, etc.

I appreciate the Hon'ble Minister for taking the new initiatives for better functioning and performance of the Indian Railways. At the same time, the railway minister has totally ignored the welfare of Southern Railway and Tamil Nadu People. No new schemes and no new projects has been announced in the budget for the state of Tamil Nadu, particularly my Krishnagiri constituency.

So many pending works/ projects are pending which has to be given top priority for early completion in the State of Tamil Nadu and particularly in my Krishnagiri parliamentary constituency. The following works / projects may be given due consideration for implementation at the earliest for the welfare of my constituency people.

In this budget, the Railway Minister has allocated Rs. 6.75 lakh only to conduct a new line survey from Tiruppattur to Krishnagiri and it may be extended up to Hosur from Krishnagiri.

I would like to mention here that in the past, the earlier Government had made preliminary Engineering cum Traffic survey in 1997 between Jolarpettai to Housur via Krishnagiri for 104.20 km. In 2004-2005, a survey conducted from Jolarpettai to Housur via Krishnagiri with a link line from Krishnagiri to Dharmapuri for 159.20 km. Again in 2008, a survey was conducted with take off point from Tiruppattur and Hosur via Kandili, Bargur, Varappam, Krishnagiri, Ennekollu and Sulagiri for 101 km. In 2010 also, a survey updated for a new BG line from Jolarpettai to Hosur via Krishnagiri for 101 km. All the survey reports have been presented to the Railway Board, but they have not taken any action on these reports. Huge public money have been spent and wasted on these surveys and no concrete decision has been taken by the Government for the last 18 years.

Some infrastructural facilities may be provided in Rayakkotta Railway station i.e. ROB to be constructed inside the Railway station to move from one platform to another platform, one computerized reservation counter may be set up for the convenience of the passengers to book the tickets.

Stoppage of Jaswanthpur train (Bengaluru - Hosur train) in Rayakkotta Railway station and further one more express train to make stoppage at

Rayakkotta Railway station.

The Intercity Express (12677 and 12678) be halted/ stopped at Rayakkotta Railway station. The total of 20 express trains are passing through Rayakkotta Railway station, but no train is stopping there. Only two passenger train services are available in Rayakotta Railway station i.e one at 08.45 in the morning and another one is 05.45 in the evening. In between there is no train service available. So the people are facing lot of inconvenience. The frequency of the train service may be increased. The frequency of train service between Hosur to Bengaluru may be increased for the convenience of IT employees who are staying in Hosur and working in Bengaluru. Through this, the journey time will be reduced.

Laying of double track from Baiyappanahalli to Hosur for 40 kms which will enable to run more local trains and avoid running of trains lately due to non-availability of tracks.

There is no electrification of railway line between Baiyappanahalli to Omalur for 199 kms. All the trains running between Bangalore to Salem are running only on Diesel Engines, which result in high cost of operation and leads to air pollution. To avoid this, this line may be converted in to electric one. The Hosur-Omalur single railway line may be converted into double/dual line.

The West-Coast Express passes through Samalpatti Railway Station, but efforts be made to stop-/halt this train at Samalpatti Railway Station.

An ROB may be constructed in the Railway station to avoid crossing of the railway track by the people to reach the railway reservation counter. Some infrastructure facility may be made available i. e. passenger rest room, drinking water facility and toilet facility in the Samalpatti Railway Station.

Extension of Platform No. 1 in Samalpatti Railway Station may be provided and one computerised reservation counter may be set up.

Necessary steps be taken to halt/ stoppage of Train Nos. 22649(Chennai-Erode.), 22638 & 22637 (Mangalore-Chennai-Magalore), 12696 & 12695 (Chennai-Trivandrum-Chennai) at Samalpatti Railway Station. The service of train No. 6620 (Salem-Katpadi) may be extended up to Tiruppati.

I would like to draw the attention of the Hon'ble Railway Minister that at present the compensation amount given to train accident victims is very small. So, I request the Hon'ble Railway Minister to take necessary efforts to increase the financial assistance to those who die and injured persons in the train accidents.

With these words, I conclude my speech.

* **SHRI BHARTRUHARI MAHTAB (CUTTACK):**The 12th Five year plan, which covers 2012 to 2017, document contains the growth and expansion targets of Indian Railways, which are new lines 400 km, Gauge Conversion 5500 Km, Doubling 7653 km, electrification 6500 km, Locomotives 4010, Wagons-105659 and Coaches 24000. Along with this, the Eastern and Western Dedicated Freight Corridor Project is also included. We were told that targets for all items are to be fixed annually and the required funding is planned and projects are monitored. Later on 27th February, this year we were informed that Government has permitted 100 per cent foreign Direct investment through automatic route since August 2014. FDI is permitted in construction, operation and maintenance and no specific investment proposal has been received since the opening of FDI in Rail Transport. This was the position till 27th February, 2015. Has the situation developed in any way in the meantime? We have been told that Rs.2 lakh crore would be utilized for network decongestion and an equal amount would be spent for network expansion. Besides, Rs.1.27,000 crore would be spent on addressing safety issues. MoU has been signed with LIC to bring Rs. 1.50,000 crore of investment over the next five years to meet its Rs. 8.5 crore capital requirement by 2019.

Railways for long with its steadily deteriorating finances over the years and near complete inability to finance the money needs to both grow its network as well as make it safe. The Anil Kakodhar Committee had estimated the Railways need Rs. 1 lakh crore for just its safety needs. At an overall level, the Rakesh Mohan panel estimated it needed 4 lakh crore of investment over the next decade. One can say now be said to Railway Minister Shri Suresh Prabhu's credit that he has made a good start. Yet I would say, there is an urgent need to evolve a National Policy of the Indian Railways which should be the guiding force for the railway network; irrespective of the Government in power. The Railways have to reinvent itself as a vehicle of social engineering and sustainable development and as an organisation with a social responsibility. It is not merely a commercial entity with a profit motive. The investment plan of 2015 to 2019 envisages to utilise around Rs.3.99 lakh crore on network expansion and network decongestion. This should serve as a stimulus package and a detailed road map be drawn up to sort out the bottlenecks. We are aware that world Bank and JICA have already been tied up for the Eastern and Western Corridors for the dedicated freight corridor yet Odisha does not figure in the list though large number of freight is there in Odisha. I would also urge upon the Government to look into the bankability of such projects. Borrowing from these agencies have financial liabilities with heavy interest amount.

While mentioning about various Expert Committees constituted by Ministry of Railways to study different aspects of the functioning of Indian Railway, I find there is inordinate delay in finalizing the recommendation for implementation. Some reports are pending since 2012. Why can't Railway Board have a time schedule to implement those recommendations. When one mentions about performance of Railways during 2014-15 we find that though Plan outlays have increased, the physical targets have shown a downward trend or remained unchanged. The passenger earnings which were budgeted at Rs.44,645 during 2014-15 , were revised to Rs.43002 crore. The actual came down to Rs.38,008 cr. only. Besides fund utilization, the Railways have also suffered a negative growth of around 2.12% in originating passengers during 2014-15. There is a need to make concerted efforts to increase the passenger earnings to augment the generation of internal resources.

One is aware that 65 percent of the revenue of the Railways comes from freight earnings. There is a need to enhance freight traffic volumes and highest priority be given to the Dedicated Freight Corridor Project so that on its completion, the carrying capacity of the Railways as well as earning could be progressively increased. As East Coast Railways earning is the highest because of freight traffic, necessary steps be taken to enhance the rail network in that zone for better traffic. Steps should also be taken to extend the Dedicated Freight Corridor form West Bengal to Odisha

especially to Paradeep and Visakhapatnam. The Ports should be connected.

Before concluding, I must mention here that there is an attempt to carve out a new zone for new state of Andhra Pradesh by diving South Central Railway Zone. I would caution the government that no attempt should be made to divide the East Coast Zone. No zones were created as per the state boundaries but as per the easy traffic movement. There are large number of railway tracks of Odisha which are not part of East Coast Zone, though its headquarter is stationed in Bhubaneswar. Rather I would demand that Jharsuguda to Baleswar via Chakradharpur Division be part of East Coast Zone with creation of two new divisions at Jaipur and Jhargusuda. Steps should be made to establish the new wagon factory at Sithalapalli of Ganjam district at the earliest. Cuttack, the gateway to Paradeep need to be developed as a modern, model station. I would also urge upon the Minister to start a new Rajdhani Express between Bhubaneswar to new Delhi via Cuttack- Talcher-Sambalpur. The amount of revenue railways is earning from East Coast Railway is to the tune of Rs.14 thousand crores. At least 50% of that earning be spent in East Coast Zone so that rail network can expand which would also enhance the earnings of the Railways manifold. With these words, I conclude.

*SHRI JOSE K. MANI (KOTTAYAM): Indian Railway is the life line of the nation with a Rail Network of 65,808 K.M.s of which 36% is electrified, 14,300 trains run everyday carrying 2.5 crores passengers and 923 tonnes of freight covering 7112 stations in the country. Though we have a wide network we need to progress at faster pace.

Due to paucity of time, I would like to point out some of the issues which needed urgent attention pertaining to my State i.e. Kerala mainly projects announced in the Budget and not take up.

A coaching terminal at Kollam was announced during 2010-2011 budget and it was reiterated during 2011-2012 Budget.

The maximum passenger traffic and probably the maximum revenue for Railway in Kerala is in Ernakulam – Kayamkulam sector via Kottayam. But we find that the number of trains to facilitate the passengers in this route are insufficient. All the long distance trains, either terminals in Ernakulam or Tiruvantpuram *enroute* via Alleppey. None of the long distance trains could be extended to Kottayam due to non-availability of maintenance pit. Solution for this is only by starting a coaching terminal at Kottayam, which will allow the trains to extend to Kottayam which are terminating at Ernakulam.

As I stated earlier the maximum revenue for Railway is in the Ernakulam Kottayam – Kayamkulam sector. Kottayam is the Hub of Centre Kerala commonly known as Hub of Centre Travancore. Besides lakhs and lakhs of Sabari pilgrim passengers terminate their rail journey at Kottayam Railway Station and proceed towards Pamba (Sabarimala) by road. As there is heavy passenger and train traffic, I request the Government to declare Kottayam Railway Station as world class station and the same may be upgraded.

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* Speech was laid on the Table

The Sabari Rail Line Project (Line from Anglamaly to Sabarimala) is pending due to lack of fund and coordination between State and Centre. We request you to take up this Sabari Rail Project as special National Project and expedite.

I would like to bring to kind notice of the Government, the long pending demand mainly Kollam-Kottayam passenger (56394). The train reaches at 10.50 AM which is idle at Kottayam for more than 6 hrs. till its return to Kollam. I request to extend this train to Ernakulam which will be beneficial to hundreds of passengers and also as we can not have any more new trains because of overload on the tracks.

SHRI P. KARUNAKARAN (KASARGOD): Sir, I would like to participate in the discussion of Demands for Grants on Railway Budget 2015-16. The Railway Department is the biggest Public Undertaking in India where about 13 lakh workers are engaged. This is the only transport system of common people which is cheaper if we compare with the other transport facilities.

In this regard, the Standing Committee on Railways has submitted the Report yesterday in this House. I do not want to go into the details but they say:-

"First and foremost, the Committee strongly feels that the Indian Railways should have a clear and unambiguous perception of the role and their obligations to the nation."

It shows that there is a social obligation. Again the Committee says:-

"If profit motive is the sole criteria, then the Indian Railways have failed themselves besides failing this country which prides itself as a welfare State."

So, the Railway Ministry has to consider the critical analysis of the Standing Committee with regard to the functioning of the Indian Railways. Sir, I do not want to go into the other details.

Sir, better passenger amenities and safety should be given the highest priority in the Railways. Introduction of the modern technology would naturally avoid accidents and also the time over-run. It does not mean that the needs and presence of human resources is avoidable or can be substituted by machinery. Before ten years, there were 18 lakh workers in the Railways. Now, it is reduced to 13 lakh. At the same time, the Railways is expanding in volume of work. There are many new projects, new services, new trains and so on. In real terms, the worker strength has to be increased. But it is decreased or declined. The Railways should not compromise the safety side just to reduce the number of workers and to curtail the expenditure. The reduction of employees would give heavy work load to the remaining workers which would lead to dissatisfaction. Though internationally, eight hour work time is accepted, still it is not implemented in the Railways.

Sir, we witness the accidents in the Railways every now and then. There are a number of reasons. The Government has a large number of enquiry reports on such accidents. But such reports are still gathering dust in the Railway Board without any action being taken. So, in order to avoid accidents in future, such reports have to be studied and also be given due importance. But due to lack of will power of the Railways, these reports have not gone for any action. That is true in the case of almost all these years.

Safety of the passenger is another big concern of the Railways. Even the women passengers are attacked. We have the shocking experience that a women employee namely Soumya was traveling in a passenger train, she was attacked and kicked from the train, raped and killed brutally.

Theft is also another common crime in the Railways. It has been criticized that the number of RPF personnel are not sufficient and woman RPF personnel are negligible. The Railways should recruit more RPF personnel and make a better coordination with the State police.

Introduction of CCTVs in compartments and in the Railway Stations should also be installed to find out the culprits and avoid such attacks.

When we think about these accidents, every train accident makes pain and strain not only to the victims but also to the nation as a whole. I would like to give some examples. On 20th March 2015, 39 people died and 150 people were injured in the Varanasi Janata Express accident. On 13th February, 2015, 12 persons died and 100 persons were injured in another Express train accident. On 26th May, 2014, a train accident took place in which 20 persons died and 50 persons were injured. So, they are examples of accidents happened in only one year. So, the Railways has to take these accidents as a very serious issue and assess the loss of the assets and loss of valuable lives.

The Railways also face financial crisis. It is said by the railway authorities themselves. As a result, though many projects are announced in the budget, many of them are not implemented as stated by other Members. Has the Railways got any time bound programme to complete the announced projects? I think not about the new projects but the announced projects. Take for example, the world class railway stations, medical colleges, hospital facilities--all were announced by the Railways but the work has not yet started as far as Kerala is concerned. Completion of the RoB is also another issue which affects really the smooth running of other motor vehicles and trains themselves.

The Government has introduced a cost sharing system in which States like Kerala finds it difficult due to their financial difficulties. So, the proportion of 50 per cent for the completion of the projects should be waived. If it is delayed, the expenditure cost would be higher in future due to the cost escalation factor. There should not be any unmanned railway gates which also lead to accidents.

It has been noticed that in the long distance trains, very often old bogies are attached. It is a very strong criticism as far as the State of Kerala is concerned.

During the budget speech given by the hon. Minister, it was promised in the House that new trains would be announced after consulting the MPs of every State. But no action has been taken by the Government till this date.

Sir, I request that the frequency of the Sampark Kranti and Rajdhani Express must be increased for two days. People from Kerala have been working in almost all the States. So, the new train has to be started from Bengaluru, Mumbai and Kolkata. We have been asking for a tourist train from Kanyakumari to Goa. It covers about four States. I appreciate the decision taken by the Government to start a passenger train from Bandiyur to Kasaragod. But we have been requesting to extend the train to Kannur or Guruvayoor. Otherwise it would not be feasible. That is really the issue now.

Since the train density in Kerala is very high compared to many other States, the MEMU service should be introduced. The earlier Railway Minister announced such promises but they are not yet realised.

The Kanjhangad-Panathur-Kaniyoor railway line is included in the budget and the primary survey is done. But sufficient fund has to be allotted. Here also the 50 per cent share cost would be difficult. It is not only the railway line of Kerala alone but it covers Karnataka also. So, this inter-State railway line has to be given much importance.

We have been discussing with regard to the Palakkad Coach Factory and also the Cherthala Wagon Factory. The MoU was signed earlier but no action has been taken. During the General Budget discussion, it was pointed out by the local MP.

I do not like to speak about the new stoppages. But I would like to stress that if the Railway Division has suggested the stoppages, those stoppages have to be admitted by the Railway Board but the Railway Board takes its own decision not giving any importance to their decisions. So, in this case I would like to point out only one issue. In two districts of Kerala, Malapuram and Kasaragod, the headquarters have no stoppages for the Rajdhani Express. Rajdhani Express is mainly meant to the State of Kerala. So, these two districts have to be covered.

In the earlier budget also, a number of new lines were announced as stated by other Members. But what we need is, completion of these projects in a time bound manner. Also, the views of the MPs have to be taken into consideration. Discuss with them, not only one time or in the Consultative Committee but also they have to give due importance to them with regard to the functions of the Railways as far as the State is concerned.

With these words, I conclude.

* **SHRI RABINDRA KUMAR JENA (BALASORE):** To begin with, I would like to reiterate my appreciation for the overall Railway Budget, 2015-16, and as mentioned in my contribution to the General Discussion on the Budget as well, I applaud the fact that the Budget admits the problems that plague the Railways today and has indeed come up with certain measures to combat the ills. However, in light of the Standing Committee Report on the Railways Demand for Grants , it is important to reassess the approach and claims of the Ministry, as it has been pointed out that in many aspects, the targets set by the Ministry appear to be unrealistic.

With regard to the questions raised about revenue generation for the Railways, I must concede that this Railway Budget has envisioned a plan that is truly ambitious. With total allocation of the Budget being the highest ever at 8,56,020 crores, it is important to note that the Budget expects revenue through- " partnering with key stakeholders: States, PSU's, partner with multilateral and bi-lateral organizations and other governments to gain access to long term financing and technology from overseas" . With the opening of FDI in the Railways, this has become a distinct possibility and will go a great way in bolstering the future of IR, but the government must also make sure that such investments finally happen, because if they do not, then the entire budget's intentions are to be pointless. For Example, this Budget envisages investment of Rs.8,5 lakh crore in next five years to be mobilized from multiple sources to cater to funding i.e. Multilateral development banks, pension funds. It is based on this assumption that the Budget has increased the Plan Budget up by 52% from Rs. 65,798 crore to Rs. 1.00,011 crore in 2015-16 . For the entire Plan Budget , support from the Central Government covers only 41.6% of the Plan and internal generation 17.8%- implying that the rest of all Plan Expenditure that is chalked out relies entirely on external investments.

It is important to note that for the bulk of the Budgetary Planning for the Ministry of Railways this Union Budget of 2015-16 has been dependent on the expectation of revenue from increased FDI in Railways, and sufficient private capital being infused into the system. The Standing Committee Report, however, brings to the fore an important concern. The Report states that the Ministry has admitted that while private commitments for Rail Projects under the Annual Plan may reach Rs. 5500 crores, it will probably fall short of the vast scale of commitments the Annual Plan holds, since the bidding process and the implementation timeline will vary from project to project, over 3 to 5 years. Moreover, percentage of internal resource generation had successively fallen from 28.7 per cent in 2010-11 to 17.8 per cent in 2015-16. Borrowings on the other hand, had gone up from 23.9 per cent to 40.6 per cent in the same period.

Thus, this puts the entire Railway Budget in perspective, as the Report too states, that the projections claimed by the Ministry stand the risk of being unrealistic. While this is a risky move according to many, I believe that perhaps it is a risk worth taking, but only if the Ministry sets realistic targets for itself.

In this context, the maintenance of an achievable operating ratio is very crucial. the Railways have projected a growth rate of over 15 per cent in Gross Traffic Receipts in 2015-16. Its operating ratio is expected to improve from 93.4 to 88.5 in 2015-16 . While the Committee Report has dubbed this an unrealistic projection, I believe that keeping a high target is important, since the Railways' overall financial health has been consistently deteriorating. It is important to note that for the year 2013-14, the Indian Railways recorded an operating ratio of 93.5% , signifying bad financial health. In September 2014, Prime Minister Shri Narendra Modi ji asked railways to achieve an operating ratio of 90% in the current fiscal year. Some media reports had considered even this an ambitious target.

Thus, while this budget has made a targeted operating ratio for 2015-16 at 88.5% against 91.8% in 2014-15, heralding it best in the last 9 years, one must be cautious about the plausibility of such a target. Having said that, improving its Operating ratio should be one of the most important targets for the Railways in order to improve their financial health and I sincerely hope that this Budget stands up to its promise.

Again, on the issue of investment for safety measures in the Railways, this is the urgent need of the hour and I believe that the demand for grants in this is completely sanctioned . This is significant as the government must be aware of the complete extent of the task that lay in front of them. The Budget has declared the plans for 970 ROB/RUB s and other safety -related works to eliminate 3438 level crossings at a total Railway expense of Rs. 6,581 crore have been sanctioned which is 2600% higher than the previous year covering most States. In regard to this, it is important to note that as of April 2014, there were as many as 11563 unmanned railway crossings in the country. And given that Odisha has the 9th highest number of unmanned railway crossings, at 561of them, I had also demanded previously that there was a need for the construction of road-under - bridges and road -over- bridges in Balasore and Mayurbhanj districts, which have not all been met in this Budget. I would like to reiterate the demand I had thus previously made in writing to the Ministry as well as in my submission in the General Discussion on the Railway Budget 2015-16.

Just in 2014, according to a Lok Sabha question 's reply by the Minister of Railways, up to June 2014 there were 22 cases of derailment. Out of these, 15 were said to be due to failure of railway staff, 1 due to failure of equipment, 3 were told to be incidental while another 3 were related to sabotage. Thus, even though it is applaudable what the government plans to do for passenger amenities, it is perhaps a more pressing concern to fix the safety issues within the Railway infrastructure.

One of the main points raised by the Standing Committee Report is that perhaps the non-introduction of any new trains is not that good an idea. The Report cities the fact that a lot of India's border area is not covered by the Railways, and thus we are not just depriving the common man of means of commutation, but also increasing risks to national security, and this is a criticism that should not be overlooked. Again, in this context, I would like to reiterate demands I too have previously made for my constituency- Balasore.

I must acknowledge first that Balasore has received track renewal allocations for Rupsa-Balasore, Benapur-Rupsa Goods Train, Datan- Basta and Jaleswar- Basta tracks. It is also significant that new work has been sanctioned for Digha-Jaleswar, Rupsa-Baripada, Balasore-Ranital and the Kharagpur-Bhadrak lines. All of this will amount to better connectivity in Balasore and North Odisha in general, connecting it better to the rest of the country and especially to the neighbouring states of West Bengal and Jharkhand. I appreciate the total long term allocation of 130.14 crores to Balasore for the various projects and sincerely hope that all of the work sanctioned gets complete within a set time frame.

However, much more needs to be done. In keeping with this Budget's philosophy of improving the existing infrastructure and providing at least the minimum facilities to all passengers, I would like to place here a reminder that several extension are required, such as-Bhadrak passenger be extended up to Jaleswar and the Balasore- Kharagpur passenger be extended up to Howrah and Baripada - Balasore Passenger (train no.78012 & 78016) should be extended up to Nilagiri, and as has been earlier intimated to the Ministry on several occasions, the construction of a rail over bridge a t Nayabazar (Jaleswar) is immediately needed, for the safety of passengers. My constituency has received allocations only for the construction of an RoB for Tamulia in lieu of a level crossing, but this is hardly enough, in connection with this Budget's endeavour to remove unmanned crossings. Hence, I would also like to point out that construction of a crossing line at the Betnati Station and the construction of a service road for the Khantapada Railway Station are also urgently awaited. The tracks at Nilagiri need to be upgraded at the earliest in order to facilitate the running of passenger trains. And finally, it would help my constituency immensely if the Ministry were to ensure stoppages of the BBSR-New Delhi Duronto Express, the NJP-CEN express, the HLZ-CEN Express and the HOW-SSPN Express at Balasore and the stoppage of 12863/12864 Howarh-Yaswantpur Express, of 12703/12704 Howarh-Secenderbad Faluknama Express, of the 12254 Bhaglapur Yaswantpur Anga Express, the Haldia Chennai Express and of the 22603 KGP-Villupuram Express at Jaleswar.

It is significant that the Government lists Jalsewar station as a completed 'Adarsh Station' Under the Adarsh Station Scheme, but Jaleswar still needs an underground passing through the Paschimbad line (Level crossing), a dormitory, and a shed, water and adequate lights on the platforms. The Laxmannath Road Station needs a waiting hall, a long shed of for the platform, lights, drinking water, roads to connect station to the villages, and a cycle stand at the station. The government should also ensure the stoppage of Jagannath Express at Laxmannath Road Station. The Amarda Road Station also has inadequate lighting and no reservation facilities, and the height of the platform needs to be increased.

Balasore, the main station of my constituency, also a " completed " Adarsh station by Government records, still has no exclusive reservation counters for Women, Senior citizens and physically Handicapped. This is urgently needed. Moreover, at the Nilagiri station, apart from the track renewal demanded above, construction of a foot over bridge and construction of a black top road on eastern and western sides are also urgently demanded. The Nilagiri station also doesn't have adequate drinking water and lighting facilities or an adequate passenger shed yet.

Again the Rupsa station needs a foot over bridge on platform 2 and 4 , the construction of booking counter in west side of platform-4, a stoppage of Dhauli express or Jansatabdi express. The Khantapada station needs immediate renovation of platform no 1 and 2, extension of the Goods platform, construction of waiting room with toilet facilities and the renovation of existing foot over bridges.

The Haldipada Station also needs high level platforms, immediate construction of passenger shed and light facilities and the provision for booking of goods and fishes from the station. The Nuagan station needs a foot over bridge, minimum facilities and extension of platforms. Finally, the Betnati Railway Station needs the urgent construction of a crossing line 2nd line and one computerised reservation counter.

I would like to make here another demand regarding an issue that plagues the people of my constituency, about which consistent demands have been made in the past. Balasore currently falls under the South Eastern Railway, while the rest of Odisha falls under the East Coast Railways, which has become the most efficient zone due to lower operating ratio amongst all the zonal Railways. The operationlisation of East Coast Railway zone has brought Railway management closer to the people and problems of Odisha, though a few important sections of Odisha Railway like Balasore section are still out of East Coast Railways jurisdictions. The entire Railway section of Balasore District of about 108 Kms belongs to jurisdiction of South Eastern Railway and the District of as a whole is criss- crossed between East Coast and South Eastern Zones. Integration of Balasore into the East Coast Railway would facilities better performance, and as lots of farmers in this Agro-Economic Zone rely upon Railway for their produce to be transported , it would also increase revenues for Railways.

Thus, it is proposed that Visakhapatnam Division should continue under East Coast Railway. Otherwise, there should be a re-organisation with creation of new Division under East Coast Railway Zone so as to enhance the efficiency of Railway Administration in the mineral rich areas of the State and to ensure better coordination between Railways and State Government with the creation of a new Division with Headquarters at Rourkela/ Jharsuguda, covering Jaraikela-Rourkela-Jharsuguda, Rourkela-Bandamunda -Barasuan and Rourkela-Nuagao, the creation of new Railway Division at Balasore with a new Railway Corridor connecting Digha--Chandaneshwar-Baliapal-Basta-Rupsa-Bangriposhi-Baripada-Tatanagar,Jaleswar-Balasore- Bhadrak- Jakhapura, Jakhapura-Bansapani-Padapahar--Gua-Badbil and Rupsa-Bangriposhi and the creation of new a Division with Headquarters at Rayagada covering Nuapada-Gunupur with proposed extension to Theruvalli-Rayagada, Rayagada- Titlagarh -Khariar Road, Koraput-Jaipur-Jagdalpur-Kirandul, Lanjigarh-Junagarh, and proposed new Railway lines in Malkangiri, Koraput and Navrangpur Districts.

Thus, even only from the demands already made repeatedly from my constituency to the government, it is evident, that while India talks of superior international technology and modern railway stations in the megacities, rural India's railways lag behind in even the basic amenities like drinking water and proper lighting systems in the stations.

Coming back to the Standing Committee Report on the Demands for Grants for Railways, one very crucial warning issued by the Committee is that the railways must not fall into a Debt-Trap, a risk that the committee members think it is susceptible to. There was a negative growth of 2.15% in the number of passengers booked in FY 2014-15 compared to the rate of booking in April -May 2013-14. The productivity of the system, the Standing Committee Report suggests , is at a fragile juncture-as there has been an increase of unit coast at current prices at 15% in the last two years.

Again, under-provisioning and lack of timely provisioning for renewal of assets has led to a combined throw-forward (money required right now to complete) of Rs. 41,871 crore for these works. Development Funds have declined from Rs. 7,800 cr in 2013-14 to only Rs. 1,305 cr in 2014-15. The Committee has pointed out a lot of areas in which the Railways are overdue in payments and thus, a lot of the revenue is perhaps going to be lost in debt servicing. The Report states that there are huge accumulated arrears on account of Depreciation Fund and Development Funds. There were also arrears in replacement and renewals of overged assets, endangering the rail passengers. The committee said that even critical rail projects- linked to the defense sector- were inordinately delayed due to various reasons. In light of all this, it is important to give the Railways monetary support, but the Railways must also ensure that a proper utilisation of the resources takes place.

Another important factor is that there have been several Committees in the past, that have made recommendations on improving the Railways, as pointed out by this Standing Committee, which the Railways have not yet acted upon. For example, Kakodkar Committee was constituted to review safety of railway system, the Sreedharan Committee was formed to review the delegation of commercial powers for railway projects for lower levels of bureaucracy, the Mittal Committee was formed to suggest ways and means to raise the revenue of the Railways and the Sam Pitroda Committee was set up to study and report the limited role of Railway Board, revamping of HR functions and restructuring the Board. While some of these have submitted their reports as early as 2012, no action has yet been taken by the Ministry. It reflects not just an approach that needs to change, but also implies monetary loss, as public money was used to fund the committees, whose opinions lay unused.

In light of all the things stated above, I support the Standing Committee's recommendation that there should be a National Policy for Railways. The path that the current Ministry has chosen is extremely ambitious, has the risk of falling short of expectations at certain ends, but it is for that very reason that a systematic approach to solving the problems of the Railways should be adopted. Thus, the railways have embarked on a correct path, this Budget focusing on improving infrastructure, but it is clear that a lot more needs to be done, and it must be done as soon as possible.

***KUMARI SHOBHA KARANDLAJE (UDUPI CHIKMAGALUR):** Railways are the growth engine of India's development. Hon'ble Railway Minister has brought cheers to the people of India, by focusing on safety of passengers, especially women passengers in his historical Railway Budget and also focusing on completion of all old announcements and ongoing Projects.

I am representing Udupi and Chickmanglur districts. Udupi district is the birth place of Sri Madwacharya, origin of syndicate and corporation Bank, well know for Sri Krishna Mutt and premier higher educational insttitutions. Chickmanglur district is " Origin of Coffee" in India. World famous Shringeri Sharadamba Temple established by Jagadguru Sri Shankaracharya Swamiji and many other Hindu and Jain pligrimage centres are there. Kudreamukh national park and Bhadra wildlife sanctuary and renowned educational institutions have established good name and popularity to Chickmanglur district.

In the Railway budget 2014-15, the then Hon'ble Railway minister had mentioned survey for new line Shivamogga - Shringeri - Karkala - Mangalore. The people of 4 districts Shivamogga, Chickmangalur, Udupi and Mangalore are very much pleased with the announcements of this proposal. I hereby request the Railway Ministry to take up immediate action for survey of this new Railway line.

I request hon'ble Railway Minister to speed up the railway work from Chickmagalur - Belu- Sakaleshpur. We suggest to take up the survey for the new railway line from Belur- Hassan, which will be help for the people of this region to reach the Bangalore by shortest route.

Running of intercity express between Chickmagalur - Bengalore to meet the demand of people of Chickmagalur is needed. This line will also help the coffee growers of this region to export coffee in large quantity and also meet the domestic requirements.

Introducing Karawar-Udupi - Mangalore - Bangalore train during day time daily, to meet the demand of the people of our Parliamentary Constituency, since the present over night train is running with full capacity, and also I request providing one 1st Class coach in Bangalore -Talacheri train.

Konkan Railway is considered to be the lifeline of west coast region of the nation. This project took off in the year 1998 with great patronage of public of this region. When the project was conceived, the Corporation was expected to discharge its debt liabilities within 10 years from the date of commissioning. Konkan Railway is consistently making operational losses every year , the accumulated loss is more than Rs.3500 Crores. The major part of the accumulated loss was on account of liability of debt servicing on bonds raised for construction of 760 Kms long Railway line. One of the reasons for the poor financial health of Konkan Railway is because of the non-connectivity of this project with any of the major ports under its jurisdiction.

In 1995, Railway Board had decided that the jurisdiction of Konkani Railway will be up to Thokur Railway station and the stretch Thokar extended up to Mangalore and on including Panambur Port to the Southern Railway. As a result the 33 kms stretch of Mangalore Railway network from Thokur to Mangalore inclusive of Panambur port came under the jurisdiction of Southern Railway.

Establishment of Mangalore Division will provide more facilities and benefits to the passengers and goods traffic and will boost the economic and social development of the entire west-coast area. Establishment of Mangalore Division is possible by bringing together the existing areas of Mangalore Central, Mangalore junction. New Mangalore port, Palaghat stretch and Konkan Railway jurisdiction and by giving its control to konkan Railway.

The Panambur port and Palghat's connectivity with konkan Railway will boost its financial conditions to such an extent that doubling and electrification of the entire section can be taken care of without raising much funds from the market. Also Konkan Railway will be able to service its debts and start paying dividends. The construction and operation of Konkan Railway line has provided substantial boost to the industrial, agricultural,

economic and social development of the entire Konkan region.

I urge the Railway Ministry to take immediate decisions to establish Mangalore Division under the control of Konkan Railway.

*SHRI DEVUSINH CHAUHAN (KHEDA): I am hereby participating in the debate on Grants of Railways. I am wholeheartedly supporting the Demands for Grants of Railway.

Our Visionary Prime Minister and most efficient hon'ble Minister have given the road map of future rail in India.

The future of rail service be more effective service to the people of India.

With due respect, I want to draw an attention to the hon'ble Railway Minister towards the long pending demand of my Constituency i.e. Kheda in Gujarat State. There is long pending demand of gauge conversion and extension of rail project of Nadiad-Mahudha Modasa-Shamley Udaipur Rail Line.

This is pending since 1978. If this Project is completed, it will be more helpful to the people of area as well as more revenue collection for railway also.

If this Project is completed the parallel rail line will be available for Amravati to Mumbai and it will be used for passengers and goods also.

I would request to allocate amount for this Project in this Rail Budget, 2014. Again I would like to congratulate the Minister for his great effort for improving the rail facility and for taking up Railway to the international Standard.

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* Speech was laid on the Table

***SHRI NISHIKANT DUBEY (GODDA)** : The Indian Railways (IR) has played a crucial role in the social, political and economic life of the country. IR's transportation network has helped greatly in weaving India into a nation. This network has not only integrated markets but also people across the length and breadth of this huge country. IR's role in times of war or natural calamities has also been commendable. It has always risen to the occasion and transported men and materials in large numbers at short notice. It is because of all these reasons that IR is one of the foremost institutions of the country today. As the growth of the country's economy accelerates, the supply of all transportation services will also have to accelerate accordingly. Within increasingly competitive environment in the world the cost incurred in transportation services will also have to be increasingly competitive with similar services provided elsewhere, with competitiveness being measured in terms of both costs and quality of services. India being a large continental economy, the role of Indian Railways in providing such competitive services will be a critical part of the solution to India's infrastructure needs. Infrastructure services have long been seen as the domain of the public sector mainly in view of the public goods characteristics of many segments of infrastructure services. It is useful to distinguish different infrastructure services according to their characteristics and the nature of their usage.

There is a long list of Committees that have examined the functioning of the Railways at various points in time. There have also been related documents. An indicative list is the following. There have also been Rail Tariff Enquiry Committees, Freight Structure Enquiry Committees and Railway Convention Committees. 1947 – Indian Railway Enquiry Committee; 1962 Railway Accidents Committee; 1968 – Enquiry Committee on Railway Accidents (Wanchoo); 1968 – Kunzru Committee as part of the 1st Administrative Reforms Commission; 1978 – Report of the Expert Group on the Capital Structure of Indian Railways; 1979 – Report of the High Level Committee on the Social Burdens of the Indian Railways; 1981-85-Railway Reforms Committee (Sarin);1993- Railway Fare and Freight Committee (Nanjundappa); 1994 – Railway Capital Restructuring Committee (Poulose); 1994-Committee to Study Organizational Structure and Management Ethos (Prakash Tandon); 1994 – Committee on Rationalization of Management Service (Gupta - Narain); 2001 – The Indian Railways Report (Rakesh Mohan); 2009 – Indian Railways Vision 2020; 2009- White Paper on Indian Railways; 2009 – Expert Committee on PPP funding (Amit Mitra); 2010 – Indian Railways Accounting Reforms; 2012 – Report of the Expert Group on Modernization of Railways (Sam Pitroda); 2012 – High Level Safety Review Committee (Anil Kakodkar); 2014 – Report of the Committee on Creative Financing for Indian Railways (Montek Singh Ahluwalia); 2014 – Indian Transport Report (National Transport Development Committee); 2014 – The D.K. Mittal Committee; 2015 the Sreedharan Committee (2015). This large number of reports has both a positive and a negative angle. On the positive side, this large number illustrates the importance attached to the Railways. On the negative side, repeated reports highlight the non-implementation of recommendations, compounded sometimes by the phenomenon of recommendations being conflicting. This Committee has gone through those earlier recommendations, with a focus on reports that are of more recent vintage. In addition, this Committee's report emphasizes the process, the road map of transiting to a more efficient Railway system. The recommendations of those earlier Committees are given. There has been an internal stock – taking by the Indian Railways on the implementation of the recommendations of some of these Committees, though not all. The worst thing you can do to a technical sector is turn it political. That has been the bane of the Indian Railways. While the department is full of experts who know the exact prescription that will rejuvenate the sick sector, they are either never lent a patient ear, or they are overruled by the Minister with the Railways portfolio. The above "Report of the Expert Group of Indian Railways" is a classic case of paper work

that never witnessed implementation. Visit Rail Bhavan, and you will see many such files strewn all over the place that were put in place just for the sake of it, for example. If political intervention were to go, the faint and frustrated cry for complete privatization – which is no sure shot recipe for revival, mind you – would cease to emanate from Right wing economists off and on. Ways to redeem the Railway from its present status of a political instrument are not many, though a few are necessary, no matter how radical they sound. One can expect radical measures from Prime Minister Narendra Modi, under whose leadership the BJP won a decisive mandate unprecedented since the general elections of 1985, because of his promise to change the way things work in this country.

First, the Railways must be delisted from Ministries, and clubbed with the Ministry of Transportation. It was being discussed during portfolio allocation last month, but the idea is not new, nor impossible. There are several autonomous departments under the Government that work professionally and yet give the people good and affordable service: Some of our best engineering, medical and other higher educational institutions, for example.

Second, till the time the Ministry of Railways exists, it must be headed by an MP from such a region of the country that he/she is not able to resort to populist means even if he/she wants to. That is, the person should hail from a State that does not and cannot have railways because of its difficult (or impossible) terrain. For instance, from Andaman & Nicobar Islands or Lakshadweep? One is sure that the people from other parts of India were, by last year, pretty missed by the fact that for almost two decades, we have had either a Bihari or a Bengali Railways Minister. And he/she has done precious little for the department other than being partial towards his/her home State, announcing newer trains to and from the place on already overcrowded tracks. This has hardly done any good to the people of the region the successive ministers have been benevolent towards. Every train that approaches Howrah or Sealdah, the largest terminal stations in the east, reduces its speed to a snail's space when the destination is about a 100 km away. No passenger arrives on time.

Third, a separate railway budget must be done away with, as it is an 89-year-old British legacy introduced in 1924 based on the Acworth Committee report of 1921. Let the main Budget have a provision for Railways. This will be another step towards doing away with populism and partiality. A Finance Minister is – and will perforce be – less partial to his State than a Railways Minister would. This can be done with or without changing the Railways from a Ministry to a department.

The fourth solution is to improve a scenario that is worse than regionalist bias. One accident after another happens every year, snuffing out valuable human lives, but budgetary allocation for safety measures remain a pittance. While technical experts can fix it, delisting of the Railways from Ministries will additionally ensure that the Minister for Railways of the day does not become a pet hate for the people after every accident. The fact is that the Minister is in no position to stem the rot while working under the limitations of the present system. When a train hurtles down to hit another on a given track, is the Minister supposed to appear out of thin air to apply the brakes? The bureaucrats in the railways, ranging from the station managers to the managing directors, are in absolute operational control. They will also be more accountable when the Railways transforms from a Ministry to a department under the Transportation Ministry. Then, incorporation of better technologies is required for safety. It clearly warrants an altogether new signaling system. Indian may take lessons from the best European practices. But that calls for a lot of money.

Fifth, we can't afford to keep vital commercial considerations a taboo in politics. The discourteous recall of then Railway Minister, Dinesh Trivedi by her party's supremo Mamata Banerjee in 2012 is still fresh in public memory. Ironically, the same critics who were baying for the Trinamool Congress chief's blood and shedding copious tears for Trivedi now want Prime Minister Narendra Modi to do a Mamata to previous Railways Minister DS Sadananda Gowda. His 'Crime' is implementing an executive decision by the UPA Government that it was too scared to talk aloud about, though it had made concomitant provisions for the hike in the budgetary provision.

"On February 5 when the UPA was in power, it was the Railway Board which proposed a 5 per cent increase in the freight rates and a 10 per cent increase in the passenger fares. The proposal was to rationalise the freight rates with effect from 1 April and the passenger fares with effect from 1 May. Even as the Interim Budget of the Railways was yet to come, the date May 1 was chosen hoping that the general elections would be over by that day. The Railways had proposed that this increase would give it an additional revenue of Rs 7,900 crore. Armed with this decision, then Railway Minister Mallikarjuna Kharge met then Prime Minister Manmohan Singh on 11 February. The then Prime Minister approved the hike and suggested that both freight and passenger fare should be implemented with effect from 1 May," Finance Minister Arun Jaitley has informed the public.

People who are ready to bear with the pinch say if services, punctuality, easy availability of tickets, cleanliness and facilities improve dramatically, the extra fare will be worth it. It means you must pay more for better facilities. But that would come later. For the time being, the Railways cannot sustain the existing provisions, however dilapidated, it offers, with the kind of money it charges from the passengers and freight users. It costs the Railways Rs 2 to earn Re1 from a passenger. A train pulls a passenger for a kilometer at the cost of 53p while it charges him only half that amount for that much of travel.

The Railways returns about 30 per cent of budgetary support as dividend in the same year as per the Interim Budget 2014-15. This has led to a mind-boggling Rs 43,000 crore deficit in just five years. Yet, then Railway Minster Mallikarjun Kharge had the gall to say, "I firmly believe that Indian Railways is primarily a commercial organization with social responsibility and it must operate in a financially self-sustaining manner. Major segments of its business users, provide value for money and avoid tendencies to exploit its dominant presence in the transport sector." Does the deficit above reflect financial self sustenance, let alone market-driven economics?

Putting the exchequer's money in Railways means pouring water into a bottomless pit. According to the Interim Budget of the last Government, ordinary working expenses proposed at Rs 1,10,649 crore, which was Rs 13,589 crore higher than the Revised Estimates for the current year, is to cover fresh recruitment, increase in dearness allowance rates, increase in fuel bill, higher lease charges payable to the Indian Railway Finance Corporation Ltd and general inflationary increases. In this age of technology, why do we need such mammoth manpower, especially when these men are not able to plug the holes from where the money leaks? I am not calling for retrenchment. Make the Railways' system as leak-proof as the Metro's, and move the extra staff to ancillary activities.

The point on leaks brings us to the sixth issue: corruption. Convert as much of manual governance as is feasible to e-governance. Let the taxpayers know their money is going to which contractors and how fairly.

Seventh, as for the passengers, those commuting daily to work on local and short-distance trains may continue to be subsidized. Let the money to fund that deficit come from fares of long-distance trains that are used by an average citizen – a poor labourer or a better-off, salaried middleclass Joe-only once a year. He can pay a few hundred rupees more annually.

Eighth, freight transport via rail constituted 90 per cent of all freight transport in 1950-51. That was down to an abysmal 30 per cent in 2011-12 as per the Planning Commission report of this year. In the same period, passenger travel via rail reduced from 70 per cent to 10 per cent. Therefore, punishing freight to humour passengers is clearly not working. The freight rates must be made competitive. Moreover, we require strategic decisions on relative allocation of investments to railways rather than roads, and accompanying pricing and taxation policies that can be used to nudge transport demand towards desired modal shares.

The switch to Railways, whose routes are now largely electrified, will also address the convert of pollution caused by the exhausts of vehicles of road transport.

Ninth, the report talked of in the beginning of this exposition notes: " The country presently suffers from a severe and chronic under-investment in railway infrastructure. The resultant disproportionate diversion of freight and passenger traffic to roads while causing substantial loss in revenue to the Indian Railways also imposes a heavy burden on the country which is measurable in terms of a much larger freight cost to GDP ratio and higher environmental cost per route Km of Freight and passenger traffic than in other countries. Undeniably there is an urgent need to enhance capacity of and modernize the Indian Railways to meet country's social and economic aspirations in the 21st Century. With modernization and restoration of balance in the intermodal transport mix, railways can be a significant engine of inclusive growth and development for the country and can potentially contribute an additional 1.5 per cent to 2 per cent to GDP. IR will then, create new jobs, save energy, improve environment, while moving people, raw material and goods more efficiently nationwide. Highly critical industrial inputs like coal which contributes nearly 45 per cent to Railways freight traffic will get the much needed special attention as a modernized Railway system will focus on efficient evacuation, movement, and delivery of coal or other important goods in a much more effective manner."

It further observes: " Leveraging new opportunities would, however, require generational change with bold vision, clarity and various new initiatives to look beyond day-to –day operations towards building next generation technologies, network, system and processes necessary to significantly enhance safety, productivity, efficiency and quality." In the campaign to make Modi the Prime Minister, people did hope and expect to see that much required generational change.

Tenth, if this segment of the economy must be run professionally, there must be competition. Though it is not possible to have competing stations in every town, a feasibility test must be carried out for competitive trains plying on the same route as also competitive services like sanitation and catering, wherein these competitors will be private players. Some small-scale trials are hardly known. The Mumbai Port Trust runs a BG railway of its own; the Tatas operate funicular railways at Bhira and at Bhivpuri Road, the Kutch Railway Company (a joint venture of the Gujarat Government and private parties) is involved to build a Gandhidham-Palanpur railway line. These railway lines are used to carry freight and not for passenger traffic. Private players like these must be given licenses to expand their operations. An indication to that effect was given by Modiji to select audiences during his campaign as the BJP's Prime Ministerial candidate.

The Indian Railways infrastructure expansion has been very slow in the recent past, with public spending on the network remaining stagnant. Rolling stock, track expansion and passenger amenities have all suffered on account of the lack of investment. In fact, India does not have a coordinated infrastructure investment and industry development policy that integrates the development of railways infrastructure, manufacturing along with other transport and business sectors.

I must put on record that the HIGH SPEED RAIL vision that you have outlined for the country is excellent and will spur the creation of a new manufacturing base in this country. It will also generate massive development and employment alongside its route.

The top five countries in the world with respect to Railways infrastructure, the US, Germany, Spain, China and Japan have shown that the development of Railways network necessarily involves lots of public spending, coupled with the recent trend of innovative financing models as countries like Japan have shown.

The investment by the United States in their Railways have actually suffered over the last 3-4 decades, while Germany and Spain among the European countries have performed very well by expanding the infrastructure. In fact, one of the key features of this expansion is the development of a massive manufacturing base for railways equipment. China has a big lead in this area now, even as the US has completely lost its manufacturing strength. China has very stiff local manufacturing and technology transfer requirements.

The situation in India is very well known to you. Delayed projects and poor infrastructure are a result of the lack of public spending, innovative financing and the faulty belief that the Railways should only spend what it earns and not look at project financing.

Given this, may I suggest:

Development of new coordinated infrastructure investment and industry development policy for Railways sector including city metro projects. This policy must not be framed only by Indian Railways serving officers but involve experts from outside. State governments should also have a say in this.

2. Railways Manufacturing Policy that reviews existing policies and prepares a target for 100% manufacturing of key railways infrastructure like engines, rolling stock and communication equipment.

3. Ensure that all projects be financed/backed/modeled by the exchequer, as is the case of China, UK and USA, so as to ensure that the immediate needs of the economy and people are met.

4. The entire issue of viability to be relooked at, as seeing the Railways only from the commercial prism is not correct. If this be the case, our

country can never develop and in fact, the Railways that has been made in the early 1900s would not have been made ever! Imagine if the founding fathers of the Railways or the predecessor administration had taken the line of viability.

As you are aware, LWE problem is one of the most serious internal security challenges facing the country. Jharkhand is amongst the worst states affected by this problem. The state has remote and inaccessible areas which need significantly improve connectivity for providing the necessary impetus to economic development. Poor railway connectivity is also hampering affect anti LWE measures in the state.

The needs of the defence establishment and security challenges require infrastructure to be set up at the earliest. Accordingly, you would want to note that the Defence Research and Development Organisation (DRDO) centre at Deoghar is of immense, national security need. In addition, a cantonment is also proposed to be set up in the area and thus the DRDO facility and the cantonment both require the setting up of this airport at the earliest. Improved connectivity will also be needed in the coming months as several other proposed infrastructure projects are being completed in the region. You know well that large parts of the state are affected by naxalism and large parties of paramilitary forces also need to move in the region.

The region of Deoghar and Godda in Jharkhand including the Jasidih Railway station where as many as five Railway lines are proposed to meet here and unless immediate corrective steps are taken, could emerge as a big choking point for railways infrastructure.

The lines are Deoghar-Dumka, Pirpainti-Jasidih, Bhagalpur Jasidih via Banka, Sultanganj-Jasidih via Banka and Sultangaj-Jasidih via Asarganj. Over 50 million people travel to Deogarh Jyotirling every year for darshan. Thus, the Jasidih Station is perhaps as important as the Jammu to Katra Railway Stations for Mata Vaishno Devi Darshan. Unless, measures are taken to address the choking of this station, the yatra of these devotes will be hampered. Imagine, the situation that will be created when 5 new railway lines are commissioned and the number of yatris increases manifold in the years ahead!

Not only this, this station has other strategic significance, including for the movement of security forces and also for evacuation of coal - which is extremely important for power generation. The Eastern Coalfield Company has already said that it wants to produce and transport 30 million tonnes of coal over five years but does not have Railway infrastructure to do so in this region. Again I quote the Railway Minster "Second, we will partner with PSUs to ensure that sufficient capacity is built to transport critical commodities like coal, iron ore and cement etc, from where they are extracted or imported to where they are consumed or processed".

Accordingly, I would request your kindest attention to this matter and a direction to the concerned authority to take up the development of the railway line and stations as pointed out. Otherwise, even the Godda-Pakur (for which survey is to be carried out) and the Pirpainti to Naugachia via BateshwatSthan will not happen.

The line is proposed in the Schedule 5 Area Under Article 339 and 342, the Centre has primary responsibility for the development of such areas.

Most importantly, the state of Jharkhand is willing to pay up 50% of the project cost and therefore an ideal project for a State-Centre partnership. Let me point out that the mineral rich state of Jharkhand is the single largest revenue contributor to the Indian Railways and yet has been receiving a step-motherly treatment all along. The state is afflicted by Naxalism. In contrast, relatively more developed regions in the adjoining states like Bihar and West Bengal have taken a lion's share of the projects, without any cost sharing. From 2000, as many as 50 projects have been sanctioned by the Railways for the two states despite very little economic activity expansion.

Your supportive attitude for development of this neglected tribal region Santhalpargana is a source of strength for their cause.

As you well know, the region is very important from the point of view of tourism and pilgrimage. To achieve this, the development of culturally known places having good tourist potential need a priority.

I would request you that at least the following 11 places in and around Santhal Pargana and Bihar (Ang Pradesh) within a radius of 100 sq km- which have very good potential - be identified as places of railway connectivity for cultural tourism.

1. Karangadhi at Bhagalpur: Maharaja Karan was the king of Ang Pradesh and his castle is still present at Karangadhi. Also this is known fact that Bhagaiyya in Godda district of Jharkhand near Karangadhi is the major hub for silk industry of India, the well known Bhagalpuri silk, famous for its unique silk fabrics called "Tussah or Tusser" is produced at Bhagaiyya.

2. Deoghar: Deoghar is the unique and extremely revered site of one of the 51 Shaktipeeths and also of Dwadash Jyotirlinga in the country. This is a religious and, cultural capital of Eastern India which catapult the holy place to an International acclaim and is visited by over 5 crore pilgrims every year. Deoghar has got great tourist potential and has been identified as "Mega Tourist Destination" by Minstry of tourism, Government of India.

Maharishi Arvind had his ashram here. Mahatma Gandhi ji mentioned about this place in his biography. Swami Satyanand set up his Yoga Ashram at Rekheya, which is also visited by large number of foreign tourists every year.

3. Basukinath: Basukinath serves as a place of pilgrimage and the Basukinath Temple is a popular pilgrimage spot. Basukinath is famous for the mela of Shraavana between July and August. Many devotees visit the place from various parts of India and offer holy water of Ganges to the deity collected from Sultangunj, which is almost 135 km from Basukinath.

4. Parasnath: Parasnath is a holy place to visit with innumerable temples, shrines and meditation halls in the midst of natural scenery and wildlife. The summit of Parasnath Hill can be reached either from the southern or the northern side. There are two recognized routes to Parasnath Hill. The hill is also known as Parasnath, a name derived from Parshva the 23rd Tirthankara who attained Nirvana there. His present temple is not very old, although the idol in the main temple is ancient. The Sanskrit inscriptions at the foot of the images indicate that they were put in the temple in 1678 A.D. Archaeologists believe some of the existing temple edifices on Parasnath Hill date from 1765 A.D. although the place is of greater antiquity.

5. Mandar Mountain: The Mandar Mountain of Samudra Manthan fame is about 700 ft high and approximately 45 km south of Bhagalpur city. The

mountain is famous as Mandar Hill. Mandar Hill is a great place of pilgrimage and has many references in hindu mythology known as mandarachalparvat. As per references found from Puranas and Mahabharata, this hill was used for churning the ocean to extract the nectar from its bosom (Samudra Manthan). According to the legend commonly believed, it was here that Vishnu had defeated the notorious giant Madhukaitab in a battle that had lasted for ten thousand years, ultimately the Mandar Hill had been thrust over the body of Madhukaitab, so that the monster could not do any further harm to the earth.

6. Vikramsila: Vikramsila was founded by Pala king Dharampala in the late 8th or early 9th Century A.D. Vikramasila was one of the largest Buddhist universities, with more than one hundred teachers and about one thousand students. It produced eminent scholars like Aatish Dipankar who established Dalia Lamapanth and was first Vice Chancellor of the world often invited by foreign countries to spread Buddhist learning, culture and religion. Vikramshila University is hardly 100 kms away from Deoghar and it was bigger than Nalanda and Taxshila and it was controlling the courses of Nalanda University.

7. Champapuri: This place is known as Champanagar or Champapuri and is situated near Champanala on the bank of the river Ganga near the Bhagalpur station. Here is installed an idol of Shri Vasupujya Bhagavan. It is said that Bhagavan Shri Adinath divided the country into 52 Janapadas; of these one was Anga and its capital was Champa.

There was a time when the town was very vast and very much prosperous. Shri Adishwar Bhagavan, Shri Parshvanath Bhagavan and Shri Mahavir Bhagavan had come on a visit to this spot. The chief pupil Pattadhara of Prabhu Mahavir Shri Sudharama Swami and Shri Jambuswami also came here. Shri Bhagavan Mahavira undertook his third and twelfth Chaturmasas here. The fervent devotees of Shri Mahavira, Shravaka Kamadeva, Shri Sudarshan Sheth, emperor Shripala and Satee Chandanbala were born here. So many other heroic Jain kings and Shreshthsi were born and flourished here. In addition to the temple of the Mulanayaka, five other temples of his five Kalyanakas are also there.

8. Tarapith: Tarapith is a small temple town near Rampurhat in Birbhum district of the Indian state of West Bengal, known for its Tantric temple and its adjoining cremation grounds where Tantric rites are performed. The Tantric Hindu temple is dedicated to goddess Tara, a fearsome Tantric aspect of the Hindu Divine Mother and is one of the 51 Shakti Peethas, the chief temples of the Goddess-oriented Shakta sect of Hinduism. There are several legends narrated on the origin and importance of this place, all related to the goddess Tara deified in the Tarapith temple. Tarapith (related to Shaktism), Kalighat and Nvadvip (related to Vishnu worship) are considered the most important pilgrims for Hindus.

9. Trikut Mountain: The famous trikut mountain is also nearby. It is said that lord Rawan use to come here to worship lord Shiva. This mountain is extensively talked about in Ramayana.

10. Sultanganj: Sultanganj is conspicuous for two great rocks of granite, one of which on the river bank is crowned by Musalman mosque. The second and larger one is occupied by a temple of Ghaibinath Shiva, and is a place of great holiness in the eyes of Hindus. The river here impinges on a stone cliff and this is believed to be the scene of the love of River Nymph and Lord Shiva. Close to Sultanganj railway station are extensive remains of Buddhist monasteries, where a number of figures have been exhumed, and nearby is a fine old Stupa. Almost everyone who comes to bathe at Sultanganj visits Deoghar, and carries up a vessel of water to pour over Shivling.

11. BateshwarSthan: This is a famous place for lord Shiva Mandir. This is also famous for Dolphin in Ganges and visited by pilgrims and tourists.

I request your good office to consider my request and develop above mentioned places as having tourism potential for employment generation.

There are several urgent needs of the people as far the Rail connectivity is concerned. I would urge you to consider the below requests and issue orders at the earliest.

Jan Shatabdi Train : Deogarh is a pilgrim centre that is visited by more than 5 crore pilgrims from all parts of the country. The lack of infrastructure hampers development and visitors. Accordingly, I write to request you for a Jan Shatabdi should start at 6 am from Howrah and reach Jasidih by 10 am. The return trip could be from Howrah to Jasidih (Jharkhand) as promised by you. This train starts 6 pm.

Rajdhani Express: Delhi -Howrah. The running times of this train was decided when the Patna-Asansol route had not been electrified and therefore the total travel time is quite a bit. Given that the route has been electrified, it is quite possible for the travel time to be reduced. I request you to ensure this . Also, the frequency of this train is once a week, which given the traffic volume is not adequate. I request that the frequency be raised to at least twice a week.

Poorva Express: Once again, I would like to request you to increase the frequency of this train to seven days a week. Such a decision would go a long way in helping the people of this region.

Jasidih Railway station caters to the needs of 4 crore pilgrims visiting every year to one of the DwadashJyotirlings in Deoghar. This station should be upgraded as a modern station with all latest state-of-the-art facilities to facilitate the pilgrime. Despite my repeated request, the Ministry has turned Nelson's Nelson's Eye on this very important issue.

Two halts were proposed at Dhanpatdih and Sirsa on Deoghar-Dumka rail line by DRM Asansol one year ago but no action has been taken by the Minstry so far. One railway station is proposed to be set up at Bhaturia in Dumka district on Bhagalpur-Dumka rail line. I request the Ministry to change the said railway station as Nonihaat in place of Bhaturia.

In Dumka -Deoghar rail line, one big station is Ghormaha, people demands stoppage of Ranchi Intercity at this place. Please try to connect Baidhnath to Vishwanath.

For my area, there is an oft-quoted, and therefore somewhat cliched letter, written by Okhil Chandra Sen to the Divisional Superintendent of Sahibganj in 1909, familiar to all those who know about Indian railway history. The original letter is in the National Railway Museum, Delhi. This is believed to have led to the introduction of toilets in trains, a statement that is not quite true, since many trains, particularly in the upper class segments, started to have toilets in the 1870s. That self-explanatory letter is shown in the box. Sahibganj (in Jharkhand) has seen better days from

the Railway point of view. It is no longer on the Howrah-Delhi main line. Ahmedpur is in West Bengal and Mr Sen must have travelled along the Bardhman-Sainthia section of what is called the Sahibganj loop. That's part of railway history. But the point is the following. Were such a letter to be received today, would IR act on it? How conscious is IR, given its history of a privileged and monopoly status, of the client - passenger, freight and parcel? What do PROs do? How trained are GMs, DGMs, DRMs, station masters and other railway officials in handling media, including social media? Is there a notion of corporate relations and PR? Do the officers and staff of the public relations departments have degrees in mass communication or journalism? How much effort has IR put into promoting the IR brand? These are meant to be rhetorical questions. Consequently, even when IR has a good case, or disseminating it. There is a need for a relook at the composition or the Railway Users' Consultative Committees, set up at various levels, and at what they are meant to do. They do not provide broader client feedback. Nor do they act as brand ambassadors.

Indian Railways has long history of achievements and is an effective institution that delivers. It is a truly unique institution that cannot be compared lightly with that of any other country. It has a distinctive role to play in a distinctive country. Any recommendations to change an institution of the scale, complexity and achievement of IR must be based on compelling evidence that suggests a way forward without bringing turmoil to the lifeline of the nation.

The restructuring plan proposed has set difficult but achievable targets, which will allow IR to achieve the vision outlined by the Group within a period of five years. However, this will require considerable commitment on the part of the Government who will need to endorse the process and facilitate the establishment of the enabling institutions like the IRRA. It is critical for the long term well -being of the railways that the process be started without any delay. The timely achievement of the 5 year vision outlined by the Group will help the Railways avert the impending financial crisis. It will also position it well towards achieving its twin objectives of sustainable profitable growth and contribution towards the development of society and the nation. Accepting anything less will be a loss to the nation. The rail system is too important to permit the withering of IR, is a clear and present danger - it is the default option if nothing is done to change how IR is structured and run. The decline of the Railways is not an immutable law of economics. The future of India's primary infrastructure asset needs to be a choice. The choice is between a decisive action to reinvent a modern railway system for a modern India, or a dithering debate that will result in the withering of one of the nation's finest institutions.

*__SHRI K. PARASURAMAN (THANJAVUR):__ Under the able guidance of our Hon'ble Makkalin Muthalvar Puratchithalaivi Amma, I am here and I would like to express my views on the Railway Demand for Grants during the Budget 2015-16.

I express my sincere thanks on behalf of Thanjavur Constituency people and myself. The following Railway projects have recently been accepted by the Government and it has sanctioned fiscal allocation during the Railway Budget 2015-16. In fact, the amount which you have sanctioned is minimum grants, it is not enough for the lakh of people all around India who will be attending the Kumbakonam Mahamaham Festival. So, on behalf of People's benefit kindly expedite the following projects before Mahamaham at Kumbakonam.

Mayiladuturai-Tiruvaruar-Karaikkudi and Tiruturaipundi-Agastiyampalli including restoration of Needamangalam-Mannargudi line and Mannargudi-Pattukottai with new material, modification of Thanjavur-Pattukottai (47.2 km);

Thanjavur-Villupuram (192 km);

Thanjavur-Ponmalai-Doubling (46.96 km) with bypass line before Ponmalai (1.13 km);

Mayiladuturai-Thanjavur-Road over bridge in lieu of level crossing No.216;

Thanjavur Yard-Road over bridge in lieu of level crossing No.304;

Titte-Thanjavur-Road over bridge in lieu of level crossing No 302;

Thanjavur-Tiruvarur-Road over bridge in lieu of level crossing;

Thanjavur-Tiruchhirappalli-Increasing sleeper density (1660 Nos)(46.3km);

Tiruchchirappali-Thanjavur-Nagore: TWR - 65.20km;

10) Villupuram-Thanjavur-Optic Fibre cable(192km);

11) Thanjavur-Mayavaram and Thanjavur-Tiruvarur-Reconstruction of type I & II quarters with type -II-60 units; and

12) Kumbakonam and Thanjavur-Mailaduturai-Augmentation of passenger amenities including arrangements like power supply, lighting, pumping, battery charging, etc. for Kumbakonam Mahamaham festival 2016.

SHRI Y.V. SUBBA REDDY (ONGOLE): Sir, I thank you for the opportunity given to speak on the Railway Budget.

The initiatives announced by the hon. Railway Minister are welcome, and it will be more appreciable if the initiatives are transformed into action by earmarking reasonable targets, periodic reviews and fixing accountability.

Railways need to be professionally-managed, and for that you need professionals in all areas of its operation and maintenance. It may be examined how best our technical institutes like polytechnics, food-craft institutes, ITIs, etc. can train professionals for Railways, and a system could be developed with them through respective State Governments. It is also important to create a very good institutional mechanism with the States so that the Railway projects, planning, etc. could be fast-tracked with the help of respective State Governments. Moreover, they will also feel a part of the system and the Railway development plans, and thus, States could be made stakeholders.

Indian Railways is the largest transport network and has tremendous revenue-generating capacity. However, its functioning does not appear to abide by the highest standards of governance and transparency. The House would like to know the emphasis that the Ministry has initiated on foolproof accountability and transparency to root out corruption in the Railways.

All vacant posts at various levels should be filled up, particularly, loco-pilots. Any shortfall in trained manpower will compromise with safety of the passengers. An action-plan may be initiated to fill the vacant posts during the current financial year itself. Railways must observe 'Zero-Accident Year' by learning from own experience and best-practices available.

The hon. Minister has announced that Railways would be safer means of travel, but it has been now a regular feature that there are thefts, molestations and even women being thrown out of trains. Hence, crimes in the Railways are increasing. There appears to be a lack of crime-fighting mechanism in the Railways. There is need for coordinated crime-fighting effort by the Railway Protection Force.

It is a welcome initiative to install surveillance cameras on a pilot basis in select coaches and ladies compartments. However, this needs to be considered in a proper perspective before implementation. The Ministry should improve sensitivity and accountability of Railway force, and offer support and respond quickly to women facing harassment in trains.

Cleanliness in the Railway stations, trains, platform, etc. are most important. As a first step, entry of people to platforms must be restricted by making it compulsory to buy platform tickets. There should be a number of counters to buy the platform tickets as people find it difficult to wait for a long time to buy tickets. The revenue so generated from platform tickets could mostly be utilised for cleanliness.

The Minister, in his Budget speech, has stressed on the *Swatcch Rail Swatcch Bharat*. Indian Railways being the largest transport network in the world still has no modern facilities at the stations; lacks rest rooms; and clean and safe food facilities. There is considerable scope for improvement of toilet facilities. I would also like to know why the food served to passengers is sometimes kept near toilets, and also placing housekeeping persons in each coach will help in cleanliness, which is paramount.

Has the Ministry prescribed any time limit for completing the pending projects? I would like to know about the projects that have been sanctioned since 2010, and the status of these projects. The Ministry may also enlighten on the status of Bullet Train projects and funds collected for such projects through PPP or other investors, and also the tangible improvements made *via* PPP since the last Railway Budget.

The Minister has also announced that the booking period has been extended to four months from the existing two months. But the people find it extremely difficult to get reservation. Has the Ministry taken any concrete proposal to get rid of touts? It has been seen that reservation is not available to people, but seats in coaches remain empty.

The Government, in the White Paper, has acknowledged that the organisation in the past has suffered considerably in terms of investment, capacity-augmentation and service quality including customer service. The Ministry may please inform the steps taken to make the organisation a profitable one as also to provide quality service.

Lastly, I would like to mention about our State, Andhra Pradesh. The Reorganised State of Andhra Pradesh has high expectations from the Railway Budget as railway connectivity is vital for the development of the State. Several pending projects like Nadikudi-Srikalahasthi; Kadapa-Bangalore; Vijayawada-Bhimavaram-Nidadavolu; Yerraguntla-Nandyal; Jaggayyapet-Vishnupuram; Kakinada-Pithapuram and doubling works for Guntur-Tenali have not shown any considerable progress. We request the Government to provide sufficient funds so that the long-pending projects in Andhra Pradesh could be started.

Andhra Pradesh has mainly two railway zones – South Central Railway and East Coast Railway. The State has already been a victim of bifurcation and the Budget has not provided any succour to the people of the State. It would be appreciated if a new railway zone in Andhra Pradesh is created into which Waltair Division should be merged.

The proposal of using existing facilities of old loco sheds at Bitragunta in Nellore District and Nandalur in Rajampet Parliamentary Constituency in YSR District should be considered to make use of the old facilities on a priority basis.

While powers were vested in the Board to supervise the running of 16 zonal production units, construction organizations and other railway establishments, the growing demand for transport in general is directly related to the growth of the economy. The mobility of population and other related factors and increased output of basic industries such as power, steel, cement, and fertilizers are foreseen which necessitate facilities for bulk transport, in which the Railways should have a competitive advantage.

Lastly, there appears to be lack of accountability and transparency as the largest transport network, the Indian Railways, is continuously running into losses. The Government needs to address these issues to make the Railways a reality transport service for the general public.

With these words, I conclude my speech. Thank you.

SHRIMATI BIJOYA CHAKRAVARTY (GUWAHATI): Sir, I congratulate the Ministers of Railways because they are taking a lot of pains to improve the condition of the Railways. They have visited the North Eastern Region five times in a span of ten months, which was something impossible earlier.

I want to mention one point here. During the British times, the Britishers kept their interests in mind and accordingly spread the railway line where they could exploit the resources of our country. After Independence, the railway network has spread, no doubt, but it has not reached all the nooks and corners of the country yet.

I must congratulate the hon. Minister who has taken pains to see that every village is connected with the railway network so that poor people can get the advantage of rail travel. What I want to urge here is that the Railways should cover each and every place, even the remotest place, as early as possible. We know that travel by the Indian Railways is the cheapest means of transport. Therefore, all the poor people must avail of it. Our hon. Minister, under the leadership of Shri Narendra Modi, will definitely take care of it.

Efficiency in the running of railway network is necessary. It is an intricate process. Presently, both Ministers have attained success in this regard and as a result, accidents are very few now; they are almost rare. So far as the passengers or the commuters are concerned, I have seen it, they are also very happy. However, in my area, in the North Eastern Region, I have seen that old and dilapidated coaches are being used even now. I hope the Ministry will take care of it. All the stations in Assam, except the Guwahati Railway Station, are very dirty and they should be taken care of.

I want to mention here that there was a flood in Assam recently. At the time of floods, as the culverts under the railway lines are very narrow, they cannot carry the excess rainwater and as a result, they have flooded the adjoining areas. I would request the hon. Minister to take care of it and renovate all the culverts under the railway lines.

I would also like to mention here that in the days of the previous Government, I am not criticizing them, to complete a single line of 100 kilometres, it took 18 years, but still it has not been completed. Presently, our hon. Minister has promised that the Lumding-Badarpur railway line will be completed within this year itself. I would like to congratulate him on that because it falls under Barak Valley of Assam.

15.49 hrs (Hon. Deputy-Speaker *in the Chair*)

I want to make a point regarding Bogibeel. It was an envisaged project of Shri Atal Bihari Vajpayee which was inaugurated in 2002. It was proposed that it will be completed in ten years, but still it has not been completed. Our Ministers are, no doubt, very efficient, but the officers have the habit of going slow. In Assam, it is called 'going *lahi, lahi*.' I must urge upon the hon. Minister to take care of it and all the financial powers should not be given to the Zonal Officers because there are signs of corruption. It was mentioned yesterday also.

My second demand is that they should increase the frequency of goods trains. Lots of trucks from Haryana, Punjab and Rajasthan go to Assam and the North Eastern Region. Trucks destroy the roads. It takes ten to 15 days. If the frequency of the goods trains is increased, it will be cheaper and people would get the goods at a cheap price. Secondly, the corruption would also be overcome.

I would request the hon. Minister to increase the frequency of the long-distance trains like the one that runs between Dibrugarh and Delhi or Dibrugarh and Bengaluru or Dibrugarh and Pune. I have specifically mentioned about Bengaluru and Pune because in a year nearly five lakh people travel in the trains. Most of them are students and patients. Most of the people who travel to Chennai, Hyderabad and Bengaluru for getting medical treatment, are very poor people. So, I would urge upon the hon. Minister that, if possible, free passes should be given to cancer patients and kidney patients.

I would like to mention here that the situation of employment in the North-Eastern Region is not a happy one. The Railway has got a huge work force. But in so far as the youths of the North Eastern Region are concerned, in the days of the previous Government, hardly one per cent youths belonging to the North Eastern Region got job whereas it was promised that 30 per cent of the jobs would be given to the people belonging to the North Eastern Region. It has not been done. I would urge the hon. Minister that a special Recruitment Zone for the North Eastern Region should be created on the lines of the Army and that of the Ministry of Home Affairs so that the people of the North Eastern Region may get jobs. In the North-Eastern Region, the job opportunities are very few and far between. So, the Railway can make up for this deficiency. I would urge upon the hon. Minister to open a Recruitment Zone.

I would like to state that the Guwahati Station is situated in the heart of the Guwahati city. It is a very congested one. It may be shifted to eight to ten kilometres away from the present position. Land is available. It would take away the pressure on the commuters who account for around 15 lakh to 20 lakh people. Now, the Guwahati city has got the population of 21 lakhs.

I would request the hon. Minister to start different skill development training in the North Eastern Region which would be helpful for the Railways also. There are so many Departments in the Railways. If the skill development training is imparted to the North Eastern youths, they would get skilled jobs in the Railways and in this way the unemployment problem would be got over.

Electrification of the railways is very necessary. Secondly, doubling of track is also necessary. After 67 years of Independence, there is no double track for the North-Eastern Region. I would urge the hon. Minister to introduce doubling of tracks up to Dibrugarh. He should also electrify the trains as early as possible so that the trains can run very fast.

Sir, after Partition, lots of Hindu refugees came to Assam and settled on the railway land. They were given permission to settle there. But without rhyme or reason they have been evicted. They are evicted from those plots of land where no railway projects can be constructed. So, I urge the hon. Minister to ensure that such practice is stopped and that they are given settlement. Thank you.

ओश्री भैरों प्रसाद मिश्र (बांदा) : मैं माननीय रेल मंत्री जी द्वारा रखे गए विनियोग (रेल) संख्यक 2 विधेयक 2015 का समर्थन करता हूँ। इसके साथ ही माननीय रेल मंत्री जी को सुझाव देना चाहता हूँ कि मेरे संसदीय क्षेत्र से गुजरने वाला महत्वपूर्ण रेल मार्ग झांसी मानिकपुर लाइन तथा बाँदा कानपुर लाइन को अतिशीघ्र धन उपलब्ध कराकर दोहरीकरण कराया जाए। मेरे संसदीय क्षेत्र बाँदा एवं चित्रकूट धाम से गुजरने वाली दुर्ग एक्सप्रेस, तुलसी एक्सप्रेस, चंबल एक्सप्रेस व गरीब रथ एक्सप्रेस को प्रतिदिन संचालित किया जाए। चित्रकूट इंटरसिटी एक्सप्रेस जो कानपुर तक चलती है उसे लखनऊ तक बढ़ाया जाए तथा उदयपुर खजुराहो एक्सप्रेस को चित्रकूट धाम तक बढ़ाया जाए। चित्रकूट धाम को तीर्थ सर्किट में शामिल कर तीर्थ स्थानों को जोड़ने वाली ट्रेन चलाई जाए। इलाहाबाद तक आने वाली अयोध्या से सरयू एक्सप्रेस को चित्रकूट धाम तक चलाया जाए। मान्यवर, यह कहते - कहते कि हम परीक्षण कर रहे एक वर्ष बीत गया है। कृपया इन जनहित के मामलों पर अति शीघ्र निर्णय लेकर उपरोक्त कार्य रेलवे में आवश्यक है उन्हें अतिशीघ्र पूरा किया जाए। रेलवे में सुरक्षा एवं संरक्षा दोनों तंत्र को मजबूत करने की आवश्यकता है जिससे यात्री सुरक्षित यात्रा कर सकें। जनरल यात्रियों के लिए जनरल डिब्बे बढ़ाया जाना आवश्यक है। वेटिंग लिस्ट शयनयान यात्रियों की संख्या कैसे कम हो इस विषय पर विचार करने की आवश्यकता है। सांसदों के साथ मंडलीय बैठकें व जोन स्तर की बैठकें हर छह माह में कम से कम हों और उनसे सुझाव लेकर योजना बने, यह सुनिश्चित करने की जरूरत है।

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* Speech was laid on the Table

श्री जय प्रकाश नारायण यादव (बाँका) : उपाध्यक्ष महोदय, मैं वर्ष 2015-16 के अनुदान मांगों और कटौती प्रस्ताव पर बोलने के लिए खड़ा हुआ हूं। रेल बजट दो बार आया। रेल भारत की जीवन रेखा है। देश में सबसे अधिक रेल ही यात्रियों को यात्रा कराती है और माल ढोने का काम करती है। वह काम सड़क और जहाज से पूरा नहीं हो सकता है लेकिन 2 रेल बजट सामने आये, जिनसे देश के लोगों को यह अपेक्षा थी कि रेल बजट देश, यात्रियों, सुरक्षा, संरक्षा, महिलाओं, नौजवानों, मजदूरों, कामगारों, नये उद्योगों और कल-कारखानों के लिए कुछ नया लेकर सामने आयेंगे। आवाम को दोनें बजट में निराशा हाथ आयी है। आदरणीय प्रभु जी अच्छे आदमी हैं, मुझे यह कहने में कोई अतिश्योक्ति नहीं है और माननीय रेल राज्य मंत्री जी भी उसी तरह के अच्छे आदमी हैं लेकिन रेलवे से लोगों को निराशा हुयी है। हम आदरणीय प्रभु जी विनती करते हैं कि हे प्रभु ! आप रेल दाता हैं, रेल यात्रियों की सुविधाओं के भाग्य विधाता हैं। आपने रेलवे को सुधारने, अच्छे दिन लाने और रेल की आय बढ़ाने का वचन लिया था, लेकिन आज रेलवे की स्थिति चरमरा गयी है। रेलवे की सारी सुविधायें कम हो गयी हैं। यह सही है कि लालू प्रसाद यादव जी रेल मंत्री बने थे, यह हो सकता है कि आप उनका विरोध करें लेकिन पक्ष, विपक्ष, भारत और दुनिया जानती है कि देश के किसी रेल मंत्री ने यात्री किराया नहीं घटाया है लेकिन जिन्होंने हर बजट में यात्री किराया घटाया है और रेलवे का मुनाफा बढ़ाया है, उस पुत का नाम लालू प्रसाद यादव है और कोई दूसरा नाम नहीं है। इसीलिए उनको मैनेजमेन्ट गुरु कहा गया था। आप जितनी चर्चा कर लीजिए लेकिन जब आप कलेजा पर हाथ रखिएगा तो आदरणीय लालू प्रसाद यादव जी एक बेहतरीन रेल मंत्री साबित हुए हैं, यह पक्ष-विपक्ष दोनों जानते हैं। बिहार में 55 हज़ार करोड़ की रेल योजनायें हैं। आज वे सभी रेल योजनायें साधन के अभाव में लम्बित पड़ी हुयी हैं। उन सारी योजनाओं में से कहीं आधा काम हुआ है तो कहीं काम शुरू नहीं हुआ है, उनको पूरा करने के लिए मैं माननीय मंत्री जी से आग्रह करता हूं। मैं आपसे आग्रह करता हूं कि बिहार के विकास पर विशेष ध्यान दीजिए। ईस्ट कॉरिडोर और वेस्ट कॉरिडोर बनाने की बात की गयी थी, वह काम भी नहीं हुआ है। आज माल ढुलाई का किराया बढ़ गया है। लोग रेलवे प्लेटफार्म पर बुढ़े और विकलांग लोगों को ट्रेनों में चढ़ाने के लिए जाते हैं, आज प्लेटफॉर्म टिकट के दाम भी बढ़ गये हैं।

रेलवे में संरक्षा, साफ-सफाई, महिलाओं, खान-पान, बेड और शुद्ध पानी की स्थिति ठीक नहीं है। ट्रेन की सुविधाओं में कमी आयी है और रेल दुर्घटनाओं की संख्या बढ़ी है। भारत में "बुलेट ट्रेन" नहीं चाहिए। मैं एक बार नहीं हजार बार कहूंगा कि एक "बुलेट ट्रेन" के लिए 60 हजार करोड़ रुपये की लागत आती है। हमें ऐसी ट्रेन मिलनी चाहिए जिनसे यात्रियों को सुविधा मिले।

16.00 hrs.

इसलिए अभी भारत बुलेट ट्रेन के लिए नहीं है। मेक इन इंडिया की चर्चा नहीं, मंत्री जी, सुल्तानगंज हमारा इलाका है।...(व्यवधान)..... मुंगेर एवं दिघा पुल कब तक बनेगा।

रेल मंत्रालय में राज्य मंत्री (श्री मनोज सिन्हा) : दोनों पुल का पूरा पैसा दे दिया गया है। जून में पूरा हो जाएगा।

श्री जय प्रकाश नारायण यादव : आपको बधाई देंगे। रेल सुविधा बढ़े तो हम आपकी बड़ाई करेंगे। सुल्तानगंज रेलवे लाइन के लिए 3 लाख रुपये दिए गए हैं। सुल्तानगंज से तारापुर, कटौरिया होते हुए देवघर रेल लाइन जाती है। दूसरी, बरियारपुर से खड़कपुर, बरहट, लक्ष्मीपुर, मननपुर होते हुए आगे जाती है। तीसरी, लक्ष्मीपुर से जिनारा होते हुए नवादा जाती है। चौथी, भागलपुर, बौंसी, कटौरिया जाती है। मुंगेर-गंगा रेल पुल, राज्य मंत्री जी गए थे। उसका उद्घाटन कब होगा, इसकी तिथि जरूर बतानी चाहिए। पटना के दिघा पुल की तिथि भी बतानी चाहिए। बरियारपुर रेलवे पुल 3-4 साल से पड़ा हुआ है, नहीं बन रहा है। भागलपुर में डीआरएम कार्यालय, बांका, किऊल, जसीडीह, झाझा होते हुए राजधानी ट्रेन चलाई जाए। हमने आदरणीय प्रभु जी, आदरणीय राज्य मंत्री जी से बांका में नई इंटरसिटी के लिए मांग की है। उसमें सैकिंड एसी के कोच भी लगाए जाएं। बांका में एक सीमेंट का कारखाना खोला जाए। जमालपुर रेल कारखाना है। उसे अच्छे कारखाने के रूप में निर्मित किया जाए।...(व्यवधान) आज बिहार के साथ अन्याय हो रहा है। जसीडीह, बांका और सुल्तानगंज को मॉडल स्टेशन बनाने के बारे में हमने बोला है। सर्वजन हिताय की बात करते हैं, सबको साथ लेकर चलने की बात करते हैं, स्किल डैवलपमैंट की बात करते हैं, मेक इन इंडिया की बात करते हैं, डिजिटल इंडिया की बात करते हैं। हम कहना चाहते हैं कि कुछ अच्छा काम करना चाहिए। कबीर ने कहा है --

कबीरा जब पैदा हुआ जग हंसे हम रोए

ऐसी करनी कर चले हम हंसे जग रोए।

ऐसी करनी की आपसे उम्मीद नहीं है, अच्छे दिन नहीं, बुरे दिन लाने वाले हैं।

सच्चाई छिप नहीं सकती बनावट के उसूलों से

खुशबू आ नहीं सकती बीजेपी के कागज के फूलों से।

धन्यवाद।

श्री प्रेम सिंह चन्दूमाजरा (आनंदपुर साहिब) : उपाध्यक्ष जी, माननीय रेल मंत्री जी ने जो रेल बजट पेश किया है, मैं उसकी प्रशंसा करता हूं, बधाई देता हूं। मैं समझता हूं कि इन्होंने यात्रियों की सुविधा, सेफ्टी, सिक्युरिटी, रेलवे स्टेशनों में सफाई के लिए जो प्रावधान किए हैं और प्राथमिकता दी है, उसकी जरूरत थी। मैं माननीय रेल मंत्री जी और रेल राज्य मंत्री जी का धन्यवाद करने के लिए चर्चा में आया हूं क्योंकि रेल मंत्री जी ने जो कहा, वह करके दिखाया। प्रधान मंत्री नरेन्द्र मोदी जी का सपना - सबका साथ सबका विकास - वह इन्होंने रेल के थ्रू करके दिखाया। मेरी कौन्सटीचूएंसी श्री आनंदपुर साहिब है। श्री आनंदपुर साहिब अलग-अलग धर्मों से जुड़ा हुआ स्टेशन है। वहां से माता नैना देवी, माता चिन्तपुर्णी जी, बाबा बालकनाथ जी, बाबा भड़वागसिंह जी और गुरू रविदास जी का तपस्थान और खालसा पंथ की जन्म भूमि तो है। श्री आनंदपुर साहिब को श्री अकाल तख्त साहिब गोल्डन टैम्पल के साथ जोड़ने के लिए पिछले 60-70 वर्षों से पंजाब के लोग ही नहीं बल्कि देश के लोग मांग कर रहे थे। किन्तु किसी ने उस बात को नहीं सुना। मैं रेल मंत्री जी को बधाई देना चाहता हूं, धन्यवाद देना चाहता हूं। बजट पेश करने के एक महीने के अंदर यह मांग मान ली। यह मांग केवल पंजाब की ही नहीं बल्कि पूरे देश की मांग थी। श्री आनंदपुर साहिब को गोल्डन टेंपल के साथ जोड़ा है इसके लिए मैं इनको पुनः बधाई देता हूं। जहां तक डिमांड्स की बात है, मोहाली से राजपूत के बीच 20 किलोमीटर की एक मिसिंग लिंक है। चंडीगढ़ से गंगानगर के लिए 350 किलोमीटर का रास्ता है, रेलवे ट्रैक बना हुआ है, किंतु 20 किलोमीटर की सीधी रेलवे लाइन बन जाए तो इससे पंजाब, हरियाणा और राजस्थान के लोगों को बहुत सुविधा होगी। इसी रास्ते से खन्ना के लिए 25 किलोमीटर की एक मिसिंग लिंक है। दिल्ली के लिए 300 किलोमीटर की लाइन छूती है। ऐसे ही आनंदपुर साहिब से गढशैन 30 किलोमीटर की दूरी स्थित है, वह भी मिसिंग लिंक है। माननीय रेल मंत्री जी ने शहीद भगत सिंह के शहीदी दिन पर उनके जन्म स्थान खड़क कला रेलवे स्टेशन को रेनोवेट करने के लिए कहा है। शहीद भगत सिंह के नानी का गांव तक रेल लाइन जाती है, इसे अमृतसर तक चलाने के लिए उन्होंने विश्वास दिलाया था। नांगल, मिरिडा, करौली में आरयूबी और आरओबी कार्य को पूरा किया जाए। पंजाब में जहां भी नई रेल लाइन की जरूरत है उसको पूरा किया जाए। इससे हमारी अर्थव्यवस्था भी सुधरेगी और यात्रियों को भी सुविधा होगी। पंजाब देश की सरहद पर स्थित है उसको इसका बहुत फायदा हो सकता है।

HON. DEPUTY SPEAKER: SHRI RAVINDRA KUMAR RAY- NOT PRESENT

श्री दुष्यंत चौटाला (हिसार) : महोदय, आपने मुझे रेलवे के एक्सेस ग्रांट पर बोलने का मौका दिया, आपका बहुत-बहुत धन्यवाद। मेरा लोक सभा क्षेत्र का हिसार जंक्शन 110 वर्ष से भी ज्यादा पुराना है। उस जंक्शन के रेशिडेन्शियल एरिया की ऐसी हालत है कि बारिश आने पर वहां के लोगों के घरों में एक-एक फुट तक पानी जमा हो जाता है। मैं इसे माननीय रेल मंत्री जी के ध्यान में लाना चाहता हूं। स्वच्छ भारत अभियान की बात होती है, वहां के लोगों के पास न तो स्वच्छ पीने के लिए पानी है न वहां पर टॉयलेट की सुविधा है। माननीय रेल मंत्री हरियाणा प्रदेश से राज्य सभा सांसद हैं। हिसार के ऐतिहासिक रेलवे स्टेशन के लिए सरकार को तुरंत वहां पर रेशिडेन्शियल इफ्रास्ट्रक्चर खड़ा करने का प्रयास करना चाहिए। इसके अलावा उस रेलवे स्टेशन पर मूलभूत सुविधाएं देने का काम किया जाए। भिवानी जंक्शन पर तीन ट्रेनें, एकता एक्सप्रेस, कालिंदी एक्सप्रेस, भिवानी-मथुरा 10 घंटे के ज्यादा हॉल्ट पर रुकती है, 10 घंटे तक ट्रेनें वहां पर खड़ी रहती है। उसे भिवानी से हिसार होते हुए सिरसा तक बढ़ा दिया जाए। इस ट्रेन का ट्रेवल टाइम 7 घंटे का ही है। साफ-सफाई के लिए फिर भी 3 घंटे बच जाएंगे। मेरी आपसे अपील है कि इन तीनों ट्रेनों को सिरसा तक बढ़ाया जाए, जिससे हरियाणा के हर कोने तक ट्रेनों को पहुंचाने का काम हो सके। किसान एक्सप्रेस, सुबह चलकर दिल्ली आती है और वापस सिरसा-पंजाब जाती है।

मेरा निवेदन है कि किसान एक्सप्रैस ओवर क्राउडेड है, इसलिए उसमें आप एडिशनल चार बोगियों का प्रावधान करें। पिछले साल आपकी सरकार द्वारा भटिंडा-दिल्ली शताब्दी चालू की गयी थी। भिवानी, सिरसा और गुड़गांव के सांसदों ने लिखित तौर पर आपसे मांग की थी कि उसे रिवाड़ी, भिवानी, हिसार, सिरसा होते हुए भटिंडा चलाया जाये। उस समय वह ट्रैक इलैक्ट्रीफिकेशन में नहीं लाया गया था, इसलिए उसे जींद से मानसा होते हुए भटिंडा तक चलाया गया। अब आपने इस बजट में प्रावधान किया है कि इसे इलैक्ट्रीफाई किया जायेगा, तो मैं मांग करूंगा कि इस रूट पर भी शताब्दी को चलाया जाये, चाहे उसे सप्ताह में एक ही दिन चलाया जाये, ताकि इस एरिया के विकास में भी आपका सहारा रहे।

मैं आपसे अपील करना चाहूंगा कि हिसार धुरी ट्रेन को हिन्दू धर्म की सबसे पावन धरती हरिद्वार तक कनैक्ट करने का काम करें। आप हिसार-अमृतसर ट्रेन को जम्मू तक एक्सटैंड करने का काम करें। मेरे लोक सभा क्षेत्र से चार बड़ी रेल लाइन्स जुड़ती हैं, जिन्हें सरकार द्वारा एनाउंस कर दिया गया है, लेकिन आज तक उस पर कोई कार्य नहीं शुरू हुआ। मैं आपसे अपील करूंगा कि रोहतक-मदम-हासी रेलवे लाइन को भी आप तुरंत प्रभाव से कम्प्लीशन की ओर लेकर जायें। हिसार-अगरोहा-फतेहबाद-सिरसा रेलवे लाइन को भी आप कम्प्लीशन की ओर लेकर जायें।

पिछले साल आपकी सरकार द्वारा सर्वे में एनाउंस हुई और उसके बाद एपूव होकर आयी हुई दो रेलवे लाइन्स हासी-जींद और उकलाना-नरवाना को भी आप कम्प्लीशन की ओर लेकर जायें। यहां पर माननीय मंत्री जी बैठे हैं। मैं उनसे निवेदन करूंगा कि हिसार शहर में एक एरिया है, जिसका नाम सूर्यनगर है। उस सूर्यनगर के दोनों तरफ रेलवे लाइन है। लगभग नौ से दस हजार की आबादी उस रेलवे लाइन के बीच में रहती है। मैं एक साल से निरंतर प्रयासरत् हूं कि वहां पर आपकी सरकार अंडरपास बनाने का काम करे। मैं निवेदन करता हूं कि तुरंत प्रभाव से उन नौ-दस हजार लोगों को सुविधा पहुंचाने के लिए आप अंडरपास को एपूव करने का काम करें।

नेशनल हाईवे-65 पर चार साल पहले रेलवे लाइन पर ओवरब्रिज एपूव हुआ था, लेकिन आज तक वह कम्प्लीशन की ओर नहीं गया। मैं अपील करूंगा कि खेदड़ थर्मल पावर प्लांट में जब कोयला लेकर रेलगाड़ी आती है, तो वहां हमें कम से कम 45 मिनट से लेकर एक घंटा तक गाडियों को रोक कर खड़ा करना पड़ता है। इसलिए आप तुरंत प्रभाव से उस ओवरब्रिज को कम्प्लीट करायें, जिसके तहत वहां पर जो हजारों लोग दिन-प्रतिदिन आवाजाही करते हैं, उन्हें दिक्कत न आये। ...(व्यवधान)

उपाध्यक्ष महोदय, मैं एक मिनट में अपनी बात समाप्त कर रहा हूं। मेरी सरकार से आखिरी मांग है। पिछले रेल बजट में आपकी सरकार ने किसानों की बहुत बात की थी। उन्होंने कहा था कि हम दूध के लिए भी अलग बोगियां चलायेंगे। मैं इस बारे में अपील करूंगा, क्योंकि हरियाणा से बहुत अधिक मात्रा में में दूध और वेजीटेबल्स दिल्ली में आती हैं, तो इन ट्रेनों में भी आप यह प्रावधान करें।

उपाध्यक्ष महोदय, आप बोलने के लिए बहुत कम समय देते हैं। आपने मुझे दोबारा बोलने का मौका दिया, इसके लिए मैं आपका आभार प्रकट करता हूं। बहुत-बहुत धन्यवाद।

***श्री नारणभाई काछड़िया (अमरेली):** वर्ष 2015-16 के अनुदानों की मांगों की चर्चा के माध्यम से मैं अपने संसदीय क्षेत्र अमरेली जो रेलवे के अनुसार भावनगर डिवीजन के अंतर्गत आता है, इस डिवीजन के अंतर्गत मुख्य रूप से तीन प्रस्ताव लंबित हैं।

ढ़सा-जेतलसर आमान परिवर्तन परियोजनाः- इस परियोजना की अंदाजन रकम लगभग 600 करोड़ रूपए है, जोकि इस वर्तमान बजट वर्ष 2015-16 में 30 करोड़ रूपए कैपिटल राशि के रूप में मंजूर की गई है, जो रेलवे भावनगर डिवीजन को ज़ारी की जा चुकी है और 50 करोड़ रूपए की राशि अतिरिक्त बजटीय संसाधन से मंजूर की गई है। लेकिन यह राशि संबंधित डिवीजन को जारी नहीं की गयी है। इस राशि के अभाव में उक्त परियोजना का कार्य प्रारंभ नहीं किया जा सकता है। इस प्रोजेक्ट को आगे बढ़ाने के लिए तत्काल कम से कम 50 करोड़ रूपए की राशि की आवश्यकता है, जिसकी मंजूरी अतिरिक्त बजटीय संसाधन कोष से मिल चुकी है। मैं माननीय मंत्री जी से निवेदन करता हूं कि इस प्रोजेक्ट को शुरू करने के लिए मंजूर उक्त राशि रेलवे के भावनगर डिवीजन को जल्द से जल्द जारी की जाए।

सूरत एक डायमण्ड सिटी एवं मुम्बई एक वाणिज्यिक शहर होने की वजह से इस रूट पर एक बड़ी संख्या में लोग व्यापार के लिए आवागमन करते हैं तथा हज़ारों व्यापारी इस रूट का उपयोग करते हैं। लेकिन खेद के साथ कहना पड़ रहा है कि इस रूट पर केवल एक ट्रेन महुवा-सूरत एक्सप्रेस (12946-12945) चलती है, जोकि साप्ताहिक है और सूरत तक चलती है, जिसके कारण यात्रियों को काफी परेशानी का सामना करना पड़ता है। इस विषय को मैं लोक सभा सदन में वर्ष 2009 से लगातार उठा रहा हूँ और अब यह प्रस्ताव डी.आर.एम. भावनगर डिवीजन की ओर से पत्र दिनांक 03/07/2014 को मुख्य यात्री परिचालन पूबंधक चर्च गेट, मुम्बई के पास भेजा चुका है। मेरा माननीय मंत्री जी से अनुरोध है कि इस ट्रेन को प्रतिदिन के आधार पर मुम्बई तक जनहित में जल्द से जल्द चलाया जाये।

खिजड़िया-अमरेली-धारी-विसावदर-जूनागढ़ लाईन की आमान परिवर्तन परियोजनाः- इस परियोजना का री-सर्वे का कार्य पूरा हो चुका है और इसकी रिपोर्ट मुख्य यात्री परिचालन पूबंधक, चर्च गेट की ओर से रेलवे मंत्रालय को आवश्यक मंजूरी प्रदान करने हेतु वर्ष 2013 में भेज दी गयी थी, जो अभी तक लंबित है। मेरा आपसे निवेदन है कि इस प्रोजेक्ट को पूर्ण करने हेतु आवश्यक धनराशि को इस वर्तमान बजट में मंजूर किया जाए।

***श्रीमती जयश्रीबेन पटेल (मेहसाणा):** मैं अपने निर्वाचन क्षेत्र की कुछ मांगे रेल अनुदानों की अनुपूरक मांग के तहत रखना चाहती हूं। मेरे निर्वाचन क्षेत्र के लोगों की रेलवे सुविधा के तहत कुछ वाजिब मांगें हैं, जो पिछले 5 सालों से मैं सदन में उठा रही हूं। इन पर रेल मंत्री जी योग्य कदम उठाएं।

मेहसाणा-तारंगा बरसों पुरानी मीटरगेज लाइन है। इस लाइन पर कॉपर सिटी विसनगर और प्रधानमंत्री जी की जन्म स्थली प्राचीन नगरी वडनगर और दुग्ध उत्पादक क्षेत्र खेरालू, जैनों का बड़ा शुद्धा स्थल तारंगा पड़ता है। इस लाइन के आमान परिवर्तन के लिए वर्ष 2011 के रेल बजट में 192 करोड़ रूपए आवंटित किए गए थे, लेकिन आज तक इसमें कोई प्रगति नहीं हुई है। वहां के लोग आंदोलन की कगार पर आ गए हैं।

तारंगा से अंबाजी, खेडब्रह्मा, आबूरोड नई रेल लाइन बनाने की मांग भी हम कई सालों से कर रहे हैं, क्योंकि इस प्रदेश के ओ.बी.सी., आदिवासी बहुल क्षेत्र हैं, जो आज भी आज़ादी के इतने वर्षों बाद तक भी रेल सुविधा से वंचित हैं।

अंबाजी जो भारतवर्ष का बड़ा शक्ति स्थल है। गुजरात सरकार ने पर्यटन को बढ़ावा देने के तहत पास में पड़ती दांता तहसील में एक एयर स्ट्रीप बनाने के लिए भी बजट आवंटित किया है और उसके तहत कार्यवाही आगे बढ़ रही है। मेरी विनती है कि मेहसाणा-तारंगा और तारंगा-अंबाजी-आबूरोड-खेड़ब्रह्मा प्रोजेक्ट को जल्द से जल्द मंजूरी दी जाए।

मेहसाणा, जो उत्तर गुजरात का सबसे बड़ा शहर है, यह मिल्क सिटी, ऑयल सिटी (ओ.एन.जी.सी.), इंडस्ट्रियल सिटी के नाम से जाना जाता है। इसके पास में एशिया की सबसे बड़ी स्पाइस मंडी ऊंझा,सूर्य मंदिर मोढेरा, शक्तिस्थल बहुचराजी तथा वर्ल्ड हेरिटेज वाली पाटन की रानकीवाव पड़ती है। यहाँ गरीब रथ जैसी कई गाड़ियों का ठहराव, अच्छा राजस्व तथा वाणिज्यिक होने के बावजूद भी नहीं है। यह सरासर जनता के प्रति अन्याय है, इसमें न्याय दिया जाए।

क्रम सं.	गाड़ी नं.	गाड़ी का नाम
1	12215/12516	गरीब रथ
2	19269/19217	मोतीहारी
3	12489/12490	बीकानेर-बांद्रा
4	16533	बैंगलोर
5	16534	बैंगलौर (साप्ताहिक ट्रेन)
6	19107/19108	उधमपुर एक्सप्रेस

गुजरात में सिर्फ उत्तर गुजरात ही ऐसा इलाका है, जिसमें पाटन, पालनपुर, मेहसाणा तथा बनासकांठा चार जिले पड़ते हैं। सवा करोड़ की आबादी है, लेकिन इनको सूरत, मुंबई और दक्षिण भारत के अन्य स्थानों पर आवागमन के लिए कोई सीधी ट्रेन नहीं है।

मेरी मांग है कि वलसाड-अहमदाबाद (वंदीन) जो अहमदाबाद रूकती है, उसको मेहसाणा-पालनपुर तक चलाया जाए। गाड़ी नं. 16501/16502 अहमदाबाद-बैंगलोर-अहमदाबाद स्टेशन पर 13 घंटे रूकती है, उसको भी पाटन, पालनपुर तथा मेहसाणा तक चलाया जाए। जिससे उत्तर गुजरात की रेल सुविधा से वंचित जनता को सहुलियत मिलेगी और रेलवे को अच्छा-खासा राजस्व भी मिलेगा।

भारत के सभी राज्यों की राजधानी को देश की राजधानी से जोड़ने वाली शताब्दी तथा राजधानी ट्रेनें चलाई जा रही हैं, लेकिन इसमें सिर्फ गुजरात की राजधानी गांधीनगर जो आज एक कॉरपोरेशन है, उसको ट्रेनों की सुविधा से वंचित किया जा रहा है, यह सरासर अन्याय है। मैंने बार-बार यह सवाल सदन में उठाएं हैं और गुजरात सरकार ने भी बार-बार उठाएं हैं, लेकिन हमें आज तक निराशा ही

हाथ लगी है।

अहमदाबाद-मेहसाणा रेल लाइन के दोहरीकरण के लिए आपने जो अनुदान दिया है, उसको जल्द से जल्द कार्यान्वित किया जाए। अहमदाबाद से रनुज महाराजा सयाजीराव गायकवाड़ के जमाने से कलोल, कटोसल, कडी, बहुचराजी से मीटर लाइन पर ट्रेन चलती है। उस लाइन पर देउसना, अणखोल, छत्राल, भेसान-मांकणज, शंखलपुर रेलवे स्टेशनों को बंद कर दिया है। उस लाइन पर केवल एक ही ट्रेन चलती है। स्टेशनों को बंद करने के कारण गरीब लोग किराये वाली रेल सुविधा से वंचित हो गए है। उनको पुनः रेल सुविधा देने के लिए विचार किया जाए।

रेलवे कॉरिडोर के अंतर्गत मेहसाणा सिटी के गोपीनाला एवं भम्मरीवा नाला पर हाल में एवं भविष्य की ट्रैफिक की समस्या को ध्यान में रखकर दो ओवरब्रिज बनाना बहुत जरूरी है।

अहमदाबाद-पालनपुर-अहमदाबाद के बीच में एक नई इन्टरसिटी गाड़ी शुरू करने की आवश्यकता है, जिससे ट्रैफिक का भार कम हो सकता है। सुबह 8.30 से 12.30 मेहसाणा से अहमदाबाद की तरफ एक भी गाड़ी नहीं है।

अहमदाबाद से कलोल, कडी, कटोसल, बहुतचराजी, रनुज तथा अंबलियासन-विजापुर मीटरगेज लाइन को ब्रॉडगेज में रूपांतरित करने के लिए सर्वेक्षण बजट आवंटित किया गया है। वह कार्यवाही जल्द से जल्द शुरू की जाए।

श्री स्वीन्द्र कुमार राय (कोडरमा) : उपाध्यक्ष महोदय, मैं आपका बहुत आभारी हूं कि आपने मुझे रेलवे विनियोग विधेयक पर बोलने का अवसर दिया। आज इस प्रावधान में रेल के आमूल-चूल परिवर्तन के लिए कहा गया है। आजादी के बाद से रेलवे का सिर्फ एक व्यावसायिक संस्था और व्यावसायिक इकाई के रूप में उपयोग किया जा रहा था और उसे सिर्फ लाभ और हानि के रूप में देखने की कोशिश हुई थी। इसे जन-सुविधा के अनुकूल बनाने और जनता की अपेक्षाओं के अनुकूल विश्वसनीय बनाने की दिशा में इस बार एक मौलिक परिवर्तन की सोच के साथ बजट रखा गया, उसके लिए आज 37,72,37,9180 हजार रुपये देने का प्रावधान किया गया है, मैं उसके पक्ष में बोलने के लिए आज आपके बीच में खड़ा हूं। हम यह कहना चाहते हैं कि इस बार हमारे रेल मंत्रालय ने माननीय प्रधान मंत्री श्री नरेन्द्र भाई मोदी जी के नेतृत्व में जो मौलिक परिवर्तन करने का प्रयास किया है, उसके लिए इन पैसों को भुगतान होना चाहिए और सदन से इसकी अनुमति मिलना आवश्यक है।

मैं झारखंड से आता हूं। झारखंड रेल से आजादी के पूर्व बड़े महत्वपूर्ण ढंग से जुड़ा रहा है। सबसे महत्वपूर्ण विषय यह है कि अंग्रेजों के जमाने में झारखंड को रेवेन्यु की दृष्टि से बहुत ही महत्वपूर्ण इकाई माना गया। हावड़ा से दिल्ली की ओर आने वाली ग्रैंड कोर्ड मेन लाइन थी, दोनों ट्रेन का रूट रैवेन्यु की दृष्टि से महत्वपूर्ण माना गया था। झारखंड बड़े ही उच्च स्तर परआमदनी की दृष्टि से रेल विभाग को समर्थन देता रहा है। हमारी कुछ जरूरतें और प्राथमिकताएं अलग राज्य बनने के बाद बढ़ी हैं। पिछले दिनों यह विषय कई माननीय सांसदों ने उठाया था। मैं अनुरोध करना चाहता हूं कि हमारे राज्य को ध्यान में रखकर ट्रेन की सुविधाएं बढ़ाई जाएं और रेल विभाग विनियोग के साथ प्राथमिता दे।

मेरा आपके माध्यम से माननीय मंत्री जी से अनुरोध है कि झारखंड में राजधानी एक्सप्रैस को प्रतिदिन चलाया जाए। इसके प्रतिदिन न चलने के कारण बहुत कठिनाई हो रही है और वेटिंग लिस्ट के कारण पैसेंजर्स की परेशानियां बढ़ रही हैं। मेरी मांग है कि रांची राजधानी को प्रतिदिन चलाया जाए और दोनों रूट से बड़काकाना, गया रूट से तीन और चार दिन चलाने की व्यवस्था की जाए। मैं माननीय मंत्री जी से अनुरोध करना चाहता हूं कि झारखंड से रांची-नई दिल्ली दुरंतो एक्सप्रैस गाड़ी चलाई जाए ताकि राज्य की जनता को रेल की सहूलियत से जुड़ने का मौका मिले।

वहां पिछले दिनों कुछ कठिनाइयां बढ़ी हैं। आप जानते हैं कि झारखंड खदानों का राज्य है, इस कारण प्रदूषण काफी है और बीमारियां बढ़ रही हैं। कई लोगों को दिल्ली से लेकर वैल्लोर तक लगातार ट्रीटमेंट के लिए आना-जाना पड़ता है। मेरा अनुरोध है कि इसे ध्यान में रखते हुए धनबाद से गरीब रथ चलाकर राजधानी से जोड़ा जाए। मेरा अनुरोध है कि इसे दक्षिण भारत से भी जोड़ा जाए।

मैं आपके माध्यम से रेल विभाग से आग्रह करना चाहता हूं कि दो महीने पूर्व हजारीबाग में माननीय प्रधानमंत्री जी नई रेल लाइन कोडरमा से हजारीबाग का उद्घाटन करने गए थे। 1999 में आदरणीय अटल बिहारी वाजपेयी जी ने जिस योजना का शिलान्यास किया था, इसमें गिरीडीह से कोडरमा, कोडरमा से हजारीबाग, हजारीबाग से रांची रोड था। हमें यह बात सुनकर आश्चर्य हुआ, पूरी योजना का एक साथ उद्घाटन होना चाहिए था जबकि आधी योजना का उद्घाटन कर दिया गया। हजारीबाग से कोडरमा, कोडरमा से गिरीडीह और हजारीबाग से रांची रोड छूट गया। इसे दुरुस्त करने की जरूरत है।

अलग राज्य बनने के बाद बिहार के बार्डर पर अंतिम स्टेशन कोडरमा है। कोडरमा से रांची प्रतिदिन हजारों की तादाद में लोग आते हैं। यहां एक ईएमयू ट्रेन चलाने की जरूरत है जो प्रतिदिन कोडरमा से रांची आ सके। इसमें बोकारो, गिरीडीह, धनबाद, रांची जोड़ी जाए तभी जनता को सुविधा होगी। गिरीडीह से हावड़ा की ट्रेन में बोगी लगती है। इसे दानापुर एक्सप्रैस में जोड़ा जाता है जो प्रतिदिन 12 बजे के बाद हावड़ा पहुंचती है जिससे लोगों को काफी परेशानी हो रही है। पहले यह लाल किला एक्सप्रैस में जोड़ी जाती थी, मैं चाहूंगा कि गिरिडीह से जो हावड़ा जाने वाली बोगी है, उसको लाल किला एक्सप्रैस में जोड़कर वहां की जनता को सहूलियत देने की कृपा करें। जब हजारी बाग में रेल नहीं थी तब उसका नाम हजारीबाग रोड रखा गया था। अब हजारीबाग में रेल चली गई है, गिरिडीह का सबसे महत्वपूर्ण स्टेशन है, उसको अपना मूल नाम सरिया दिया जाए। मेरा आपके माध्यम से सरकार से निवेदन है कि हजारीबाग रोड का नाम बदलकर सरिया किया जाए ताकि वहां के लोगों की अपनी पहचान बन सके और वहां के लोगों को सुविधाएं मिल सकें। धन्यवाद।

***डॉ. किरिट पी. सोलंकी (अहमदाबाद):** 2014 के लोक सभा चुनाव के बाद हमारे एन.डी.ए. की सरकार का नेतृत्व प्रधानमंत्री नरेन्द्र मोदी जी कर रहे हैं। उनके नेतृत्व में चल रही सरकार, कुल मिलाकर सभी मोर्चों पर बेहतरीन तरीके से कार्य कर रही है। जहां तक रेलवे का सवाल है, इस सरकार ने अपना रेल बजट दिया है, वो अपने आप में भारतीय रेल को नई दिशा तथा रेलवे को आधुनिकीकरण की ओर ले जाने वाला पहला बजट है। यह रेल बजट भारतीय रेल को मॉडर्नाइजेशन की ओर ले जाना वाला है। यह रेलवे के इंफ्रास्ट्रक्चर को मजबूती प्रदान करने वाला बजट है। यह बजट यात्री सुविधा, स्वच्छता, सलामती, शुद्ध पानी तथा आम आदमी की हर संभव अपेक्षा को परिपूर्ण करने वाला बजट है। इस बजट में इंटरनेट के जरिए ज्यादा सुविधा दी जाएंगी। इस बजट से सभी

प्रदेशों का समतोल विकास सुनिश्चित करने का प्रावधान है और जहां रेल सुविधा पहुंची नहीं है, जैसे उत्तर-पूर्वी क्षेत्र, कश्मीर पहुंचाने का वादा भी किया गया है।

मैं रेलमंत्री से प्रार्थना करता हूं कि वेस्टर्न रेलवे का जहां तक नेटवर्क का सवाल है, वह गुजरात में करीबन 80 प्रतिशत रेल नेटवर्क गुजरता है। जहां तक राजस्व का सवाल है, वेस्टर्न रेलवे का कुल मिलाकर राजस्व 75 प्रतिशत से ज्यादा गुजरात से आता है।

मैं अहमदाबाद पश्चिम संसदीय क्षेत्र का प्रतिनधित्व करता हूं, जो गुजरात राज्य से है। वहां की जनता की मांग है कि वेस्टर्न रेल का अहम हिस्सा गुजरात का है। तब उसका मुख्य कार्यालय (हेड क्वार्टर) अहमदाबाद में होना चाहिए। मैं समझता हूं कि यह मांग जायज भी है। मगर चूंकि मुख्य कार्यालय, चर्चगेट, मुम्बई में है, तब उसे अहमदाबाद शिफ्ट करने के बारे में अभी तक निर्णय नहीं लिया गया है।

मेरा निवेदन है कि मुम्बई स्थित मुख्य कार्यालय को हटाए बिना हम गुजरात एवं अहमदाबाद को न्याय दिला सकते हैं। मेरी प्रार्थना है कि मौजूदा वेस्टर्न रेल में से अहमदाबाद, बड़ोदरा, राजकोट, भावनगर, अजमेर और कोटा डिवीजनों को मिलाकर नई "कोस्टल वेस्टर्न रेलवे" का निर्माण किया जाए तथा उसका मुख्यालय गुजरात के अहमदाबाद में स्थापित किया जाए। गुजरात सरकार ने भी कई बार वेस्टर्न रेलवे का हेड क्वार्टर अहमदाबाद में शिफ्ट करने के लिए विज्ञापन दिया है। उससे मुम्बई से रेल मुख्यालय हटाए बिना अहमदाबाद में कोस्टल वेस्टर्न रेलवे का मुख्यालय बनाया जा सकता है। गुजरात के लोगों की मांग को संतुष्ट करके उनको न्याय दिया जा सकता है।

मेरी मांग है कि उत्तर गुजरात में रणुंज-चाणस्मा-बेचराजी-कलोल मीटरगेज रेल लाइन को शीघ्र ही ब्रॉडगेज में रूपांतर किया जाए। मेरी यह भी मांग है कि चाणस्मा-हारीज से राधनपुर तक 65 कि.मी. पर नई रेल लाइन बिछाई जाए, जिससे मेहसाणा-चाणस्मा से कच्छ को एक नया रेलमार्ग संपन्न हो सके। इससे पाकिस्तान के साथ बॉर्डर पर हमारी कनेक्टिविटी बढ़ेगी।

अहमदाबाद-मेहसाणा-अजमेर से दिल्ली की रेल लाइन का डबलिंग किया जाए एवं वहां विद्युतीकरण भी किया जाए। पाटन-भीलडी रेललाइन का ब्रॉडगेज में परिवर्तन की कार्यवाही संपन्न हो चुकी है, मगर पाटन स्थित "शन की वाव" हेरिटेज साई का बजट से काम रूका हुआ है। मेरा निवेदन है कि उसका एन.ओ.सी. देकर निर्माण कार्य शुरू किया जाए।

सौराष्ट्र प्रदेश में एक भी हाई प्रोफाइल ट्रेन सुविधा उपलब्ध नहीं है। मेरी मांग है कि अहमदाबाद-राजकोट-द्वारका शताब्दी ट्रेन शुरू की जाए, जिससे द्वारका, सोमनाथ एवं अन्य यात्रियों को सुविधा मिल सके।

अहमदाबाद के कालुपूर रेलवे स्टेशन पर भारी लोड रहता है। मेरी मांग है कि साबरमती तथा मणिनगर रेलवे स्टेशनों का टर्मिनल स्टेशन के तौर पर विकास करना चाहिए और वहां से लंबे अंतर की ट्रेनें शुरू की जाए।

साबरमती तथा मणिनगर रेलवे स्टेशन पर सभी एक्सप्रेस ट्रेनें तथा सुपरफास्ट ट्रेनों का स्टॉपेज देना चाहिए, ताकि यात्रियों को सुविधा हो सके। अहमदाबाद से सीधे अमृतसर, शिर्डी, वाराणसी, रामेश्वर, रामदेवरा (राजस्थान) के लिए ट्रेन सेवा शुरू करनी चाहिए। कई धार्मिक यात्रियों की यह पुरानी डिमांड है।

मेरा निवेदन है कि अहमदाबाद-दिल्ली के बीच नॉन-स्टॉप दुरंतो ट्रेन शुरू करनी चाहिए।

श्री धर्म वीर गांधी (पटियाला) : माननीय उपाध्यक्ष जी, आपने मुझे बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूं। माननीय मंत्री जी मेरे सामने बैठे हैं। मैं अपने क्षेत्र पटियाला की बात करना चाहूंगा जो कि पूरे पंजाब का आधा है, जिसको मालवा कहते हैं, उसकी रेलवे के संबंध में समस्याएं बहुत लम्बे समय से चल रही हैं, मैं उसके बारे में अपना पक्ष रख चुका हूं। मैं सिर्फ इतना कहना चाहता हूं कि यह रेलवे का दुर्भाग्य रहा है कि पिछले बीस सालों में रेलवे जैसा महत्वपूर्ण मंत्रालय जिसके सहारे, देश के लाखों करोड़ों लोगों को सस्ते सफर की सुविधा मिलती है, वह दुर्भाग्यवश पिछले बीस सालों से रूलिंग पार्टी की सहयोगी पार्टियों के पास रहा है जिससे लगातार रेलवे में रीजनल असंतुलन रहा है जो कि हमें साफ देखने में मिलता है।

यह पहली बार है कि देश के स्तर पर राष्ट्रीय नजरिये से रेलवे बजट तैयार किया गया है और इसमें काफी अच्छी बातें कही गई हैं। यह विष्मुखी बजट है, यह ड्रीम बजट है। परंतु इसके साथ साथ आज के लोगों की समस्याओं पर भी हमें ध्यान देना होगा। इसके नतीजे काफी समय बाद आएंगे परंतु लोग न तो भविष्य में जीते हैं, न सपने में जीते हैं। लोग रोज जिंदगी जीते हैं, लोग रोज मुश्किलें झेलते हैं। रोज लोगों को रेलवे की कई कठिनाइयों का सामना करना पड़ता है। उन समस्याओं को दूर करने के लिए हमें प्रयास करना होगा।

दूसरी ओर जो लोग अच्छी रेल सेवा के लिए और प्रीमियम ट्रेन्स के लिए दशकों से तरस रहे हैं, ऐसे करोड़ों लोगों को यदि एकाध सुविधा अभी दे दी जाए तो उनको पांच दस साल वेट नहीं करना पड़ेगा। दो पीढ़ियां अच्छी रेल सुविधाओं के लिए, अच्छे यातायात के लिए, अच्छी ट्रेन्स के लिए, अच्छे स्वास्थ्य के लिए अपने आप में खत्म हो चुकी हैं परंतु बजट की जो दूरगामी सुविधाएं हैं, मैं रेल मंत्री जी से निवेदन करना चाहता हूं कि ऐसे लोगों के सपने पूरे हों, भारतीय रेल का पूरा कायाकल्प हो। मेरी शुभकामनाएं इनके साथ हैं परंतु इसके साथ साथ जो आज की समस्याएं हैं, हम उनकी अनदेखी नहीं कर सकते। ऐसे क्षेत्र जो कई दशकों से वंचित रहे हैं, अच्छी रेल सेवा के लिए तरस रहे हैं, उनकी तरफ ध्यान दिया जाए।

सर, मेरी केवल दो मांगें हैं। एक तो दिल्ली से लेकर भटिंडा तक जन शताब्दी ट्रेन वाया पटियाला चलाई जाए जिसकी मांग हम पिछले दस पन्द्रह सालों से कर रहे हैं। यह मांग कई करोड़ों लोगों की है और करीब डेढ़ करोड़ लोगों को इसका फायदा होगा। राजकरा से लेकर चंडीगढ़ तक सिर्फ बीस कि.मी. तक का रास्ता है, अगर वह रेल लिंक बन जाता है तो चंडीगढ़ और पंजाब के दस जिलों से, हरियाणा से, राजस्थान से पूरा रेल लिंक हो जाएगा। इस क्षेत्र में सफर आसान हो जाएगा और सफर में दुर्घटनाएं कम होंगी, प्रदूषण कम होगा और बहुत सारी अन्य सुविधाएं लोगों के लिए हो जाएंगी अगर वह 17 से 20 कि.मी. तक का रास्ता बन जाएगा। मेरा इतना ही माननीय मंत्री जी से निवेदन है। धन्यवाद।

श्री जनार्दन मिश्र (रीवा) : उपाध्यक्ष महोदय, भारतीय रेल की सबसे बड़ी विडम्बना रही है कि कभी भी इसकी टाइमिंग के लिए, गति के लिए कोई प्रयास नहीं किया गया है। पहली बार रेल बजट में रेल मंत्री जी ने समय पर रेल पहुंचे, इसके प्रावधान के लिए रेल की गति को निर्धारित करने का काम किया है। इससे बहुत बड़ा गुणात्मक परिवर्तन होगा। आज जो लोग अच्छे दिन की बात कहते हैं उन्हें रेलवे के प्लेटफार्म्स में जा कर देखना चाहिए, वहां शौचालयों में जा कर देखना चाहिए, वहां गरीब से गरीब आदमी को भी दस्तक देती अच्छी रेल सुविधाओं की आवाज मिलेगी। ये अच्छे दिनों की सौगात है और यह रेल मंत्री तथा भारत सरकार का सकल्प है। रेल विभाग हमेशा राजनैतिक स्वार्थों की बलि चढ़ता रहा है। पहली बार समग्र राष्ट्र को दृष्टिगत रखते हुए रेल बजट पेश किया गया है और उसके लिए जो अनुदान की मांगे मांगी गई हैं, वे देश के लिए मील का पत्थर साबित होंगी। बजट में लम्बित पड़ी योजनाओं को प्राथमिकता दी गई है। इसके लिए मैं रेल मंत्री जी को धन्यवाद देना चाहूंगा कि इनकी इस नीति के वजह वर्ष 1956 से ललितपुर-सिंगरौली रेलवे लाइन जो राज्य पुनर्गठन आयोग का कमिटमेंट था, उसे पूरा करने में मंत्री जी की इस नीति से सहयोग मिलेगा और इस पर 375 करोड़ रुपए खर्च होने की सम्भावना है। मैं रेल मंत्री जी से आग्रह करूंगा कि ललितपुर से सिंगरौली रेलवे लाइन का कार्य शीघ्र पूरा करवाया जाए क्योंकि वर्ष 1956 में जो इस देश से इस इलाके के लिए कमिटमेंट किया था, वह पूरा किया जा सके। सिंगरौली से सतना के बीच की रेलवे लाइन पूरी हो गई, तो इससे दोनों क्षेत्रों के औद्योगिक विकास को गति मिलेगी।

मैं अपने क्षेत्र की तरफ से निवेदन करना चाहूंगा कि रेलवे कनेक्टिविटी दिल्ली से सतना, रीवा के लिए बहुत कम है। रीवा से एक गाड़ी दिल्ली के लिए आती है, उसे अगर नई दिल्ली रेलवे स्टेशन से कर दिया जाए तो हम लोगों को पहुंचने में दिक्कत नहीं होगी। हम चार बजे चलते हैं और रात को दस बजे आनंद विहार पहुंचते हैं। इस गाड़ी को नई दिल्ली कर दिया जाए। हमारा इलाका रोजगारविहीन इलाका है। हमारे यहां के लोग मुम्बई में रोजगार करने के लिए जाते हैं। रीवा-सीधी में कोई भी कनेक्टिविटी मुम्बई के लिए नहीं है। रीवा से मुम्बई के लिए एक यात्री गाड़ी दी जाए। रीवा में एसी कोच का निर्माण कराया जाए और मिर्जापुर से रीवा वाया हनुमना नई रेलवे लाइन को खोला जाए जिससे पूरे इलाके का विकास हो सके।

महोदय, 14 हजार करोड़ रुपयों के घोटाले का पता चला है। वर्ष 2013 में माल की ढुलाई और लदान के लिए 13-14 हजार करोड़ रुपयों की लूट हुई। इस लूट को दूर करने का काम पारदर्शी सरकार के माध्यम से पारदर्शी योजनाओं के माध्यम से होगा। जो लोग सूट-बूट की बात करते हैं। 14 हजार करोड़ रुपया इन्हीं सूट-बूट वालों के हिस्से में जाता रहा है। आज उस सूटकेस में ताला

लगने वाला है तो इन लोगों को तकलीफ हो रही है। इस वजह से सूट-बूट की बात बहुत जोर-शोर से उठाते हैं। मैं पूछना चाहता हूं कि जो लोग कहते हैं कि 100 करोड़ रुपए खर्च नहीं हुए, 100 करोड़ रुपए नहीं खर्च करने वाला जमाना गया, आज अगर जनरल मैनेजर स्तर के अधिकारी को पांच सौ करोड़ रुपए खर्च करने का अधिकार दिया गया है। 100 करोड़ का लकवामार सरकार काम रहा है। इस सरकार में 500 करोड़ रुपया दिया गया है और इसमें पांच सौ करोड़ एक रुपया खर्च होगा, इससे कम नहीं होगा। ऐसी वित्तीय व्यवस्था की गई है। मैं रेलवे की अनुदान मांगों का समर्थन करते हुए प्रधानमंत्री, रेल मंत्री और रेल राज्य मंत्री को बधाई देना चाहता हूं तथा सदन से निवेदन करना चाहता हूं कि अनुदान की मांगों का समर्थन करे।

SHRI N.K. PREMACHANDRAN (KOLLAM): Mr. Deputy-Speaker, Sir, thank you very much.

I am confining my speech to the Report of the Standing Committee on Railways because we have had a detailed discussion earlier. The Standing Committee on Railways have conducted a close scrutiny on the proposals of the Railway Budget and submitted its Report yesterday.

Two issues are involved in the Report of the Standing Committee on Railways. One pertains to the policy issue. As far as the policy matter is concerned, I do accept the observation made by the Standing Committee, which is headed by a former Railway Minister and consists of majority of BJP and NDA Members. They have observed that the Indian Railways is the life line of the nation and that it is a unique integrator of modern India with a major role in socio-economic developments. The first proposal they have made is that it should be an organisation having societal obligations to fulfil the aspirations of the people of this country. So, this is a policy matter which has been elaborately discussed in the Standing Committee. I do accept this proposal. But it is quite unfortunate to note that in the Standing Committee Report itself it is being stated that, if it is a commercial entity then the Railways have totally failed and if it is an organisation meant for the societal obligations then also the Railways have not succeeded. The Standing Committee has not substantiated any reason for coming to such a conclusion. That is quite unfortunate. So, I would like to suggest that the Indian Railways should be an organisation with societal obligations, but subject to commercial viability. These two aspects should go together. That is the first point which I would like to make in respect of the policy which has been discussed in the Standing Committee Report. That is number one.

Then, number two is regarding the fiscal position. Sixteen Demands have been submitted to this House for voting. Out of the 16 Demands, we have to examine whether we are able to mobilise the resources so as to meet the Demands. Considering the point regarding the Budget proposals, since I am having only few minutes to speak I will go fast. In the plan outlay, it has been described as Rs. 1,11,000 crore. That is the plan outlay, which is 52 per cent excess than that of the Revised Estimates of the last year. Out of this, 41.6 per cent is the Budgetary support, which is Rs. 40,000 crore; and 17.68 per cent is the internal resources. The rest of the 40.6 per cent of the resources have to come from the External Budgetary Resources. The five year plan has also been enunciated in the Budget proposal. It also talks about Rs. 8.5 lakh crore development plan. That is also mainly out of the external borrowings or the External Budgetary Resources.

I will talk first about the points in the Budget and then I will take up the Standing Committee's Report. 65 per cent of the Railways' earnings are from the freight traffic. The Government is anticipating 85 million tonnes of annual freight traffic growth in the coming year, that is 2015-16. It is not even heard of. It is the first time in the 160-year history of the Indian Railways that such a big growth is being anticipated in the Budget. As far as the passenger traffic growth is concerned, the Budget anticipates 16.7 per cent. So, the gross traffic receipt is Rs. 1,83,578 crore.

Coming to the Standing Committee's Report, I would like to say that this House has to be very serious in respect of the Standing Committee's Report which was presented yesterday. The first point is regarding the internal resources. Coming to the internal resources, from 2010-11 to 2015-16 – this is not my figure, but given by the Railways to the Standing Committee – the Gross Budgetary Support was 47.4 per cent in 2010-11, which has come down to 41.6 per cent in 2015-16. During the last year, 2014-15, the Gross Budgetary Support was 49.35 per cent. Internal resources have come down from 28.7 per cent to 17.8 per cent. The borrowing or the lease which was 23.9 per cent in the year 2010-11 has risen to 40.6 per cent. This is the alarming situation of the Indian Railways. These figures are submitted by the Railways. This is at page 11 of the Standing Committee's Report. Please refer to page 63.

I quote from page 63 of the Report:

> "However, the Committee are not certain as to whether the bankability of projects have been meticulously worked out by the Railways. In this connection, the Committee wish to remind the Ministry that borrowings from these agencies have financial liabilities attached to them in the form of payment of heavy interest and return of principal amount. The Committee, therefore, would like to caution the Railways not to get into a debt-trap. The Committee feel that implementing a model of financing without going into the minute details of bankability of projects could be a sure recipe for disaster."

This is the recommendation given by the Committee. This is the Committee's Report passed by having a majority of the NDA Members. What is the opinion of the Government in this respect? The Railways are going to be in a disaster.

SHRI NISHIKANT DUBEY (GODDA): The Chairman is biased!

SHRI N.K. PREMACHANDRAN: Maybe! There is no dissent...(*Interruptions*) This is the Standing Committee's Report. There is no dissent in respect of the Report. So, there are two points. One, the Railways is going to be in a big debt trap. If the proposals are being accepted, then, definitely, it will be a disaster as far as the Railways are concerned. This is from the Standing Committee's Report. Who is denying, disowning the proposals? The Committee, which is having a majority of the Members from the Treasury Benches, they are also disowning the proposal of the hon. Railway Minister Shri Suresh Prabhu. That is the political point. That may be looked into.

Now, I am coming to the other point. This is from the Report and I am not reading from my own document. It is about passenger traffic earnings as well as freight traffic earnings. It is about the projections made by the hon. Minister. It is there in page 4 of the Report. It is said that the projections in respect of the passenger earnings are expected to increase by around 80 per cent from Rs.36,532 crore in 2013-14 to Rs.43,002 crore. I am not

going into the details. Anyway, the Government or the Railway Ministry is anticipating an enhancement of internal resources by means of the passenger traffic earnings. What is the Committee's finding? I quote:

> "These projections appear to be unrealistic and a trend of hope of over the odd reality of fall in passenger throughput over the last two years."

It further says:

> "What makes these projections even more unrealistic is the fact admitted by the Railways that passenger earnings are likely to fall short by Rs.1072 crore in 2014-145 vis-a vis RE of 2014-15."

So, the figures projected by the hon. Minister in this august House are unrealistic as far as the Railway Ministry is concerned. This is the oral evidence and written evidence given by the Railway Ministry in the Standing Committee.

Regarding freight traffic also, one thing is said. The hon. Minister or the Government is coming to this august House for getting the Demands for Grants voted upon. What does the Standing Committee say? What is the Railway Ministry's deposition before the Standing Committee? The Railway Ministry further says this regarding freight traffic: I quote from page 5.

> "Similarly, freight throughput is expected to improve from 688 to 743 BTKM. These targets also appear to be highly unrealistic, if not nearly impossible to achieve, particularly in the light of the performance of the Railways, both in terms of million tons and billion TKMs over the last two years."

So, the Standing Committee on Railways is saying that all these figures are unrealistic. As far as internal resources are concerned, external borrowings are concerned, freight traffic is concerned, passenger traffic is concerned, everything is unrealistic.

There are so many things which need to be discussed but I am not going into them because of time constraint. It is quite unfortunate that this Report has not come to the light of this House so far. That is why, I am mentioning it.

The last point is about operating ratio. This was the major achievement or major proposal made by the hon. Minister before this House. It is said that operating ratio will be brought down from 91.8 per cent to 88.5 per cent. That is the main Budget proposal which has been presented before this House. What does the Committee say? It says in page 7 that based on these unrealistic projects of total receipts, the operating ratio is expected to improve from 91.8 per cent in 2014-15 (RE) to 88.5 per cent in 2015-16..

In the Revised Estimate, it is stated as 88.5 per cent in 2015-16, which is the Budget Estimate. Such an improvement in the operating ratio is equally, unlikely particularly in the light of the fact that the actual operating ratio for 2014-15 may not be 91.8 per cent but close to 93 per cent due to a fall of over Rs.2,300 crore in actual earnings *vis-Ã -vis* Revised Estimate. That means, as per the Report submitted by the Railways to the Standing Committee, the hon. Minister's Statement in respect of the operating ratio in 2013-14 is wrong; in 2014-15 is wrong, and the target of 2015-16 cannot be achieved. This is the Report on which I would like to seek a specific clarification from the Government as to whether the Government is approving this Report or denying this Report. If this Report is being accepted, definitely the Budget proposals would be a hollow.

But even then, I do appreciate the endeavour taken by the hon. Railway Minister, Mr. Suresh Prabhu; I do appreciate his hard work, dynamism and everything. Still I do repose hope, faith, confidence on the hon. Minister only on the condition or the assurance he has given in his Budget speech that in any way, Indian Railways will not be privatised.

So, we will support him but it is quite unfortunate that the Treasury Benches, the BJP benches are not supporting the hon. Railway Minister, Mr. Suresh Prabhu.

With these words, I conclude my speech.

*__श्रीमती रमा देवी (शिवहर):__ माननीय रेल मंत्री जी द्वारा जो रेल बजट पेश किया गया है वह रेलवे को आम लोगों के लिए अत्यधिक सुविधाजनक, हाईटेक और सुगम बनाने का प्रयास है। इस बजट से लोगों की आशा जगी है। नःसंदेह यह रेल बजट रेलवे को एक नई दिशा प्रदान करेगा। इस बजट में बुनियादी ढांचे को मजबूत करने का प्रयास किया गया है। वैसी रेलवे परियोजनाएं जो वर्षों से लंबित पड़ी हुई है, उन्हें पूरा करने पर सरकार ने अपनी प्रतिबद्धता दिखाई है जो कि एक सराहनीय कदम है। पिछली सरकारों में यह देखा जाता था कि लोगों की वाह-वाही लूटने के लिए हर बजट में बड़ी-बड़ी योजनाओं की घोषणा कर दी जाती थी परंतु सभी को आधे-अधूरे में ही छोड़ दिया जाता था। आज आवश्यकता है कि रेलवे की जो भी पिछली महत्वाकांक्षी योजनाएं किसी न किसी कारणवश लंबित हैं न सिर्फ उनकी समीक्षा की जाएं अपितु उनके पूर्ण होने में आ रही अड़चनों को दूर किया जाये।

रेल मंत्री जी ने रेलवे का कायाकल्प करने के लिए कई खास योजनाओं की घोषणा की है, जिससे कि समय की मांग के अनुरूप रेलवे को अत्यधिक हाईटेक किया जा सके और आम लोगों के लिए रेलवे की यात्रा सुविधाजनक बनायी जा सके। मैं रेल मंत्री जी को धन्यवाद देती हूं कि उन्होंने रेल सुविधाओं में बढ़ोतरी पर विशेष ध्यान दिया है।

मैं रेल मंत्री जी को धन्यवाद देने के साथ-साथ एक सुझाव देना चाहती हूं कि रेलवे टिकट बुकिंग एवं सीट आवंटन में एक महत्वपूर्ण सुधार की आवश्यकता है। आज के दिन आप टिकट बुक कराते हैं, तो आपको सीट रैंडम तरीके से उपलब्ध करायी जाती है। इससे अकेली चलने वाली महिलाएं एवं लड़कियों की सीट पुरूषों के कम्पार्टमेंट में पड़ जाती है, जिससे वे अपने आप को असहज महसूस करती हैं और कभी-कभी छेड़खानी का शिकार भी हो जाती है। मेरा यह सुझाव है कि अकेली चलने वाली महिलाओं के लिए मैट्रो की तर्ज पर डिब्बे आरक्षित किए जाए और उसके बाद परिवार में चलने वाले यात्रियों के लिए एक तरफ से प्रायरटी के आधार पर सीट रिजर्व करने के बाद अलग डिब्बों में अकेले चलने वाले पुरूषों के लिए सीट रिर्जव की जाए। मुझे लगता है कि ऐसी व्यवस्था करने से ट्रेनों में महिलाओं के साथ होने वाली छेड़खानी को दूर किया जा सकता है।

रेलवे न सिर्फ देश को जोड़ने का काम करती है बल्कि कई संस्कृतियों को भी आपस में मिलाने का काम करती है और देश के पिछड़ेपन को दूर कर संतुलित विकास की दिशा प्रदान कर सकती है। रेलवे के पास जो रेलवे सम्पदा है उससे ही इतनी आय हो सकती है कि पूरे देश का खर्चा निकल सकता है और मुझे खुशी है कि सरकार इस मुद्दे पर गंभीर है। फिर भी मेरा सरकार को सुझाव है कि रेलवे को अच्छी तरह पता है कि उसकी लगभग 43 हज़ार हैक्टेयर जमीन का कोई ऑपरेशनल यूज नहीं हो रहा है। अगर रेलवे 3 फीसदी नॉन फेयर आमदनी को बढ़ाकर 10 फीसदी तक पहुंचा दें, तो इससे 15 हज़ार करोड़ रूपए की अतिरिक्ति राशि उसको इसी से हासिल हो सकती है। वह देश भर में बनी अपनी रेल कॉलोनियों को मल्टीस्टोरी की शक्ल दे सकती है और इससे बचने वाली ज़मीन का कॉमर्शियल यूज करके मोटी कमाई कर सकती है। रेलवे अगर चाहे तो मैट्रो की तर्ज पर जिस ज़मीन का अपने निजी उपयोग से परहेज हो तो सरकारी कम्पनियों को ऑफिस मुहैया करा सकती है।

बिहार में रेलवे की कई पूर्व में घोषित परियोजनाएं चालू नहीं की गयी है, अगर की गयी है तो अत्यधिक धीमी गति से कार्य हो रहा है। इससे परियोजनाओं पर लागत खर्च भी बढ़ रहा है। रेल परियोजनाएं एवं रेलवे का विकास देश के विकास एवं रेलवे की मांग के अनुरूप होना चाहिए जो इस रेल बजट में देखने को मिलता है। यह रेल बजट किसानों, आदिवासियों एवं मजदूरों को लाभ पहुंचाएगा। हमारी सरकार गरीबों के लिए सोच रखती है।

रेलवे की माली हालत बेहाल होने का मुख्य कारण रेलवे में व्याप्त भ्रष्टाचार है। जिस पर रेल मंत्री जी ने बजट में प्रकाश डाला है। माल बुकिंग में घोर भ्रष्टाचार है, उस पर कोई कार्यवाही नहीं होती है। माल बुक कराने में जो भ्रष्टाचार है उसको दूर किया जाये जिससे व्यापारी सस्ते में अपने माल को बुक कर सके जिससे एक ओर महंगाई कम होगी और दूसरी ओर रेलवे के राजस्व में बढ़ोतरी होगी।

रेलवे का सामाजिक दायित्व एवं विकास में योगदान महत्वपूर्ण है। रेलवे के विकास से देश के विकास की गति मिलती है। इस बजट में भारतीय रेलवे नेटवर्क को नेपाल एवं बांग्लादेश तक ले जाने का प्रस्ताव है परंतु नेपाल सीमा से सटे मेरे संसदीय क्षेत्र के बापूधाम मोतीहारी रेलवे स्टेशन से वाया शिवहर होते हुए सीतामढ़ी रेलवे स्टेशन तक 76 कि.मी. नई रेल लाईन के निर्माण की योजना का सर्वे वर्षों पूर्व हो चुका है। एक तरफ बापू की कर्म भूमि चंपारण तो दूसरी तरफ माँ जानकी की जन्म स्थली सीतामढ़ी को जोड़ने वाली नई रेल लाईन के निर्माण के प्रति घोर उपेक्षा की जा रही है। रेल मंत्रालय द्वारा मोतिहारी से सीतामढ़ी वाया शिवहर तक नई रेल लाईन बिछाने के लिए सन् 2007 में ही डी.पी.आर. बना कर काम आरंभ करने का फैसला हुआ, परंतु 8 वर्ष बीत जाने के बाद भी इस दिशा में कोई कदम नहीं उठाया गया है। ईस्ट सेंट्रल रेलवे के अधिकारियों द्वारा यह तो स्वीकारा जाता है कि यह रेल खंड जरूर बनेगा परंतु वहां कब कार्य आरंभ होगा और कब खत्म होगा यह बताने की हालत में कोई नहीं है। यह परियोजना 8 साल से लंबित है। इस रेल लाईन के बिछ जाने पर यहां गाड़ियां चलती और आम आदमी को काफी रिलीफ मिलता। यह बिहार का सबसे ज्यादा पिछड़ा इलाका है और यह लंबित रेल लाईन और भी महत्वपूर्ण इसलिए हो जाती है क्योंकि आज़ादी के इतने वर्ष बीत जाने के बाद भी मेरे संसदीय क्षेत्र के शिवहर जिले में एक किलोमीटर भी रेलवे लाईन नहीं है। मैं इस संबंध में पत्र लिख चुकी हूँ एवं माननीय मंत्री जी से मिल चुकी हूं परंतु इसके बावजूद इस परियोजना को बजट में शामिल नहीं किया गया है जिससे मुझे निराशा है, क्योंकि आदरणीय नरेंद्र मोदी जी की सरकार से शिवहर जिला के लोगों के साथ-साथ मुझे भी उम्मीद है कि बिहार के इस सबसे पिछड़े जिला के लोगों को अविलंब नई रेलवे लाईन की सौगात मिलेगी।

मेरे संसदीय क्षेत्र में सीतामढ़ी-नरकटियागंज रेल खंड के द्वितीय चरण के अंतर्गत बैरगनिया से छौंडादानों तक जो अमान परिवर्तन का कार्य चल रहा है, वह पूर्ण हो चुका है। मैं माननीय मंत्री जी का ध्यान अपने शिवहर संसदीय क्षेत्र के अंतर्गत समस्तीपुर-नरकटियागंज रेल खंड पर घोड़ासहन रेलवे स्टेशन पर आमान परिवर्तन के बाद एक्सप्रेस गाड़ियों के ठहराव हेतु आकृष्ट कराना चाहती हूँ। विदित हो कि मेरे पिछले कार्यकाल में आमान परिवर्तन के साथ-साथ उक्त स्टेशन को रेलवे द्वारा आदर्श स्टेशन का दर्जा प्रदान किया गया है। साथ ही, घोड़ासहन स्टेशन से प्रतिदिन एक लाख से अधिक का राजस्व रेलवे को प्राप्त होता है। यहां व्यावसायिक वर्ग एवं भारत-नेपाल सीमा क्षेत्र के लोगों का अधिक संख्या में आना-जाना रहता है, जो देश के विभिन्न हिस्सों में जाने वाली एक्सप्रेस ट्रेन के ठहराव न होने के कारण कठिनाईयों का सामना करते हैं। एक्सप्रेस ट्रेनों का ठहराव घोड़ासहन स्टेशन से 36 कि.मी. पहले (रक्सौल) एवं 19 कि.मी. आगे बैरगनिया में है। अतः मेरा सरकार से अनुरोध है कि जनहित में उक्त रेल खंड पर चलने वाली साप्ताहिक एक्सप्रेस गाड़ियों का ठहराव घोड़ासहन स्टेशन पर सुनिश्चित कराने की कृपा की जाये। इसके लिए मैं रेल मंत्री जी की अत्यंत आभारी रहूंगी। साथ ही घोड़ासहन स्टेशन जो शहर के बीचो-बीच अवस्थित है, का रेलवे लाईन शहर को दो भागों में बाँट रखा है। गुमटी के स्थानांतरण से शहर की बड़ी आबादी खुले रेल लाईन से

पार करती है जिस कारण कई दुर्घटनाएं हो चुकी हैं। जनहित में उक्त शहर के कर्पूरी चौक से अम्बेडकर चौक के बीच भूमिगत पारपथ अति आवश्यक है।

इसी के साथ माननीय मंत्री जी से अनुरोध करती हूं कि कई सालों से बगहा, नरकटियागंज, बेतिया, बापूधाम मोतिहारी से दक्षिण बिहार एवं झारखंड के लिए नई रेल सेवाएं चलाए जाने हेतु मांग हो रही है तथा कानपुर से गोरखपुर के बीच चलने वाली चौरी-चौरा एक्सप्रेस रेल सेवा को बापूधाम मोतिहारी तक विस्तार किया जाये। सप्तक्रांति सुपरफास्ट एक्सप्रेस की तर्ज पर एक और सुपरफास्ट एक्सप्रेस ट्रेन चलाई जाए अथवा बापूधाम मोतिहारी गरीब रथ साप्ताहिक ट्रेन को प्रतिदिन किया जाए क्योंकि वाकिया, बापूधाम मोतिहारी, बेतिया, नरकटियागंज, बगहा के लोगों को दिल्ली की यात्रा करने के लिए हमेशा परेशानी का सामना करना पड़ता है।

मैं इस रेल बजट का समर्थन करती हूँ।

***DR. KULMANI SAMAL(JAGATSINGHPUR):** I would like to state that during this Railway Budget two thousand five hundred and fourteen crore rupees have been allocated against the demand of the State Government for three thousand and two hundred crore rupees. In this regard, I would like to mention that the Govenment of Odisha demanded Rs 1,470 crore towards new rail link projects only. It is well known to everybody that Odisha is a poor state though there is lot of resources for development. Over a periods of last five years, it has been seen that Odisha has become the place where largest investments in the steel, aluminum and power sectors have taken place. But I feel the same could be more successful and development oriented only by initiating more investments in Railways in the State. The density of rail routes should be increased especially in the tribal belts that are enriched with natural resources. But unfortunately, the railway density in the state is well below national average as also substantially lower than that in neighboring states. In contrast, gross earnings from Railways in Odisha during the year 2013-2014 is more than Rs 14,000 crore. So, the Central Government is supposed to think over the issue and grant a sizeable amount of revenue to the State for laying more rail linking projects in the State. The Rail Budget has earmarked around Rs 608 crore for construction of new railway lines in the state, including sizeable allocationm for key railway links against the demand of Rs 1,470 crore. I am to mention that Odisha has become the preferred destinations for investment especially in metal, mining and power sectors and the state government is planning for orderly, systematic and comprehensive economic growth by focusing upon infrastructure development and creating dedicated industrial corridors. So, it is necessary on the part of the Government to provide adequate amount of funds to expedite the process of completion of the incomplete Railway projects in the State.

I would like to state further that Odisha is known to everybody as Jagannath Dham in Puri for its religious and spiritual sanctity. The festival in respect of Nabakalebar of Loard Jagannath is going to be celebrated in July,2015. In this festival, it is predicted that around 50 lakh pilgrims will be congregated at Puri. So to provide smooth journey of pilgrims from different parts of the country, special trains are to be introduced along with expansion of railway infrastructure. I also request the Minster of Railways to consider to make Bhubaneshwar and Puri Railway stations as world class Railway Stations.

***SHRI S.R. VIJAYAKUMAR (CHENNAI CENTRAL):** At the outset, I am grateful to our revered leader, Honourable Makkalin Mudalvar, Idhaya Deivam, Puratchi Thalaivi Amma for having sent me to this august House of the Parliament of India and also for having enabled me to take part in the Discussion on the Demands for Grants (Railways) for 2015-16.

I take the opportunity to congratulate Honourable Prime Minister Shri Narendra Modiji for his able stewardship and the Honourable Railway Minister Shri Suresh Prabhuji for presentation of first full budget of the Government.

Here it would be most appropriate to invite attention to the Press Statement on the Railway Budget 2015-16 issued by the General Secretary of the AIADMK Party and Honourable Makkalin Mudalvar, Idhaya Deivam Puratchi Thalaivi Amma on 26.02.2015.

As has been opined by Dr. Amma, the Railway Minister has spared the common man and not levied any hike in the passenger rail fares. Passenger safety, and in particular, safety of women passengers, cleanliness in the railways and environmental sustainability have all been accorded high priority. Improvement of passenger amenities by harnessing the Information and Communication Technology (ICT) is a good step. Let us hope to see that these are actually implemented.

There is a proposal to purchase cheaper traction power and that should not be done at the cost of State Governments and State Power utilities. This should be done after consultations with the State Governments and the State Power utilities.

There is mention of Diamond Quadrilateral High Speed Rail Network. Our AIADMK party's specific request is to accord high priority routes to Chennai, considering the importance of growing Metro City.

The proposed infrastructure financing mechanism by the Railways is very similar to the Tamil Nadu Infrastructure Fund Management Company (TNIFMC) launched by Dr. Amma in September, 2014, a first of its kind by any State Government. The Railways should allocate more funds through this mechanism to the large number of pending projects in Tamil Nadu which have been held up for want of funds.

Announcements have been made for fast tracking sanctioned works on 7000 kilometres of the existing lines and commissioning of 1200 kilometres in 2015-16 at an estimated cost of Rs. 8,686 crores; commissioning of 800 kilometres of gauge conversion, and expanding the capacity of 9400 kilometres of railway lines at a cost of Rs.96,182 crores. Unfortunately to our utter dismay, there is no mention about any new projects or about the taking up of earlier announced pending projects in general and in Tamil Nadu in particular. It is disappointing that no pending project in Tamil Nadu has been adequately attended. And also no new projects has been sanctioned for Tamil Nadu. We hope the Honourable Railway Minister will do something to correct the distortion and see that Tamil Nadu get its due share.

I may reiterate that Tamil Nadu had sought support for 10 critical new projects and for completion of 22 pending projects for execution which have been sanctioned earlier but are languishing for want to allocation of funds. We fervently hope that a review would be taken up and adequate funds would be provided for completion of the 22 pending projects and taking up of the 10 new projects.

Responding positively to the Railway Minster's call to the State Government to take part in the development of railway projects, the Government of Tamil Nadu had suggested that three railway projects - the Chennai - Thoothukudi freight corridor, Chennai - Madurai-Kanniyakumari high speed passenger link, Coimbatore -Madurai high speed passenger link, which are included in the Vision 2023 document, may be implemented through the proposed Special Purpose Vehicle (SPV) mode. At least one project may be sanctioned immediately and announcement to that effect may be made now itself on the floor of the House.

As requested by Dr. Amma in her Memorandum presented to the Honourable Prime Minister in June 2014, the integration of the Chennai Mass Rapid Transit System with the Chennai Metro Rail, which will pave way for effective synergy between various public mass transport systems in Chennnai should be favorably and speedily considered. No funds have been allocated to the development of Royapuram in Chennai as the third Railway Terminal of Chennai along with the Chennai Central and Chennai Egmore. This commercially viable project should be taken up immediately.

Honourable Railway Minster has hinted an Investment of Rs. 8.5 lakh crores in Railways over the next five years which is a welcome step. Here, I may mention that Tamil Nadu has time and again been requesting for allocation of sufficient funds for completion of pending projects in the State. We hope that the investment funds will be fairly allocated to the railway projects in Tamil Nadu as well.

With a fervent appeal for allocation of sufficient funds to the railway projects in Tamil Nadu, I once again thank our revered leader, Honourable Makkalin Mudalvar, Idhaya Deivem, Puratchi Thalaivi Amma for this opportunity and conclude.

***SHRI A. ANWHAR RAAJHAA (RAMANATHAPURAM):** Following New Trains may be introduced.

Rameshwaram - Mysore Daily Exp. (Via Madurai, Dindugal, Karur, Namakkal, Salem)

Rameshwaram - Manglore Daily Exp. (via Madurai, Dindugal, Erode, Coimbatore, Balagadu)

Rameshwaram - Chennai Central or Chennai Egmore Super fast daily Exp.

Rameshwaram-Nagore Exp. (Via Madurai, Trichy, Thanjore)

Rameshwaram- Palani Intercity Exp.

Rameshwaram- Salem Intercity Exp.

Rameshwaram-Madurai passenger (Rameshwaram Departure 8.00 am, Madurai Arrival 11.30 am.)

Madurai - Rameshwaram passenger (Madurai Departure 4.00 pm, Rameshwaram arrival 7.30 pm)

Extension of following Train services upto Rameshwaram in both Directions may be provided:

1. Manamaduri -Chennai -Manamadurai silmpu bi-weekly Express;
2. Madurai Hazarath Nizamudeen (New Delhi) - Madurai Sampark Kranthi Express;
3. Madurai Kurla Express. (Weekly);
4. Madurai -Chennai - Madurai Vaigai Express;
5. Madurai - Chennai - Madurai pandian Super fast Express;
6. Madurai - Chennai Central - Madurai bi-weekly (Duranto Express).

Following passenger Trains may be extended upto Rameswarm:

Palani - Madurai passenger (Train No. 56709)

Madurai - Palani passenger (Train No. 56710)

Dindugal - Madurai passenger (Train No. 56707)

Madurai -Dindugal passenger (Train No. 56708)

Madurai - Punalur passenger (Train No. 56699)

Punalur - Madurai passenger (Train No. 56700)

Senkottai - Madurai Evening Passenger

Madurai -Senkottai Morning Passenger

Following Trains which run on metre gauge line may be reintroduced in broad gage line:

Rameshwaram -Trichy-Rameshwaram Night passenger Trains (Which connects and helps to passengers towards Madras by Pallavan Express.)

Rameshwaram - Madurai Morning passenger Train, called as School Train (which helps to school, college, institution going students and staffs working in Ramanathapuram, Paramakudi area);

Madurai - Rameswarm Evening passenger called as school train (which helps to school, college, institution going students and staffs to return their homes).

For the convenience of pilgrims and Ramanathapuram District People the following train timings is may be changed. It will help to improve the earnings of Railways as well as convenient to both pilgrims (Rameshwaram) and our Parliament constituency people.

1. Train No. 16101 Chennai -Rameshwaram Express (via Thanjavur, Trichy, Karaikudi), now it starts from Chennai Egmore at 21.40 hours may be changed as 19.40 hours. It will help both pilgrims and Ramanathpuram parliament constituency people to reach early to their places.
2. Train No.16713 Chennai - Rameshwaram Express (via Viruthachalam, Trichy, Karaikudi. Now its starts from Chennai Egmore at 17.00 hours may be changed as 19.00 hours. It will help to Ramanathapuram parliament constituency people very comfortably.)
3. Train No.16714 Rameshwaram - Chennai Express (via Karaikudi, Thiruchy, Viruthachalam) Now it starts form Rameshwaram at 20.00 hours may be changed as 18.00 hours to reach earlier at Madras.
4. Train No. 56722 Rameshwaram - Madurai passenger. How it starts at 11.50 a.m. may be changed as 11.00 hours to connect to the Manmadurai - Mannargudi passenger at Manamadurai.
5. Train No. 56721 Madurai -Rameshwaram passenger. How it starts from Madurai at 11.50 hours may be changed as 12.50 hours to connect to the Mannargudi - Manamadurai passenger at Manmadurai.

If the following Trains may be extended to Rameshwaram it will helps to improve the earnings of Railways and convenient to pilgrims from North India and South India to reach and return directly from Rameshwaram itself.

New Delhi (Hazrath Nijamudeen) - Madurai - New Delhi Sampark Granthi Express.

Deharadun/Chandihar - Madurai -Deharadun/Chandihar Express

Kurla - Madurai - Kurla Express

Howrah -Trichy -Howrah Express

Chennai -Madurai -Chennai-Vaigai Express

Chennai -Manamadurai -Chennai-Silampu Express

Palani -Madurai -Palani passenger

Senkottai - Madurai -Senkotti passenger

Punaloor -Madurai -Punaloor passenger

For the convenience of our parliament constituency people, especially Uchipuli and surrounding area people, which include more than 50 villages. Stoppage provided at Uchipuli Railway stations (Between Ramanathapuram and Rameshwaram) It will helps to improve the earning of Railways and more convenient to parliament constituency people .

Train No.16701, 16702 Rameshwaram -Chennai - Rameshwaram Express.

Train No. 16713, 16714 Rameshwaram -Chennai -Rameshwaram Sethu Express.

Temporary stoppage provided by yourself on my request for the following Trains both at Ramanathpuram and Paramakudi Railway stations may be announced as permanent stoppage for the parliament constituency people.

1. Rameshwaram - Bhuvaneswar Express
2. Rameshwaram - Varanasi Express
3. Bhuvaneswar - Rameshwaram Express
4. Varanasi - Rameshwaram Express

Stoppage for Rameshwaram - Kanyakumari - Rameshwaram super past Express on Temporary basis be provided at Mandapam Railway stations (between Ramanathapuram and Rameshwaram)

Mandapam is the end of the main land of India and defence centre like Indian Coast Guard station, many of the central Government institutions like Central Marine Fisheries Research Institute, Central Electro Chemicals Research Institute, Central Salt Marine Research Institute, Central Govt. Schools, State Fisheries office Gurusadai Island Office Central Excise office, Refugee camp office, Special Deputy? Collector office, Special ADGP office, Tamil Nadu Special police Battalian Camps and many more important institutions are situated at Mandapam. So, stoppage to the above trains at mandapam station is very essential and needful and important one.

श्री नित्यानन्द राय (उजियारपुर): उपाध्यक्ष महोदय, यह अच्छी बात है कि आज केन्द्र सरकार के रेल मंत्रालय की कार्य योजनाओं की सराहना विपक्षी सदस्यों द्वारा भी हो रही है। लेकिन उनके मन में सिर्फ शंका है और उसे व्यक्त करना वे अपना कर्त्तव्य समझते हैं इसलिए ये बातें उठा रहे हैं।

माननीय सांसद प्रेमचन्द्रन जी बोल रहे थे कि जितनी बड़ी कार्य योजनाएं बनाई गई हैं, उस हिसाब से आंतरिक संसाधन नहीं हैं। मैं कहना चाहूंगा कि जिन योजनाओं में घोटालों या घपलों की कोई गुंजाइश न हो, उनमें कम पैसे में भी ऐसा काम करके दिखाया जा सकता है। जहां पारदर्शिता हो, तो निश्चित रूप से कम पैसे में भी बड़ी-बड़ी योजनाओं को पूरा किया जा सकता है।

माननीय सांसद जयप्रकाश नारायण यादव जी जब अपनी बात कह रहे थे, मैं उसमें जाना नहीं चाहता, लेकिन चूंकि मैं भी बिहार से आता हूं इसलिए चर्चा करना मुनासिब समझता हूं। वह बिहार के संदर्भ में रेल मंत्री जी से मांग रख रहे थे, हे प्रभु बिहार को कुछ दीजिए। मैं ईश्वर से, प्रभु से प्रार्थना करूंगा कि हे प्रभु, इन्हें ज्ञान दीजिए, शायद इन्हे हिसाब-किताब करना नहीं आता है। जब वह बिहार के ही रहने वाले एक पूर्व रेल मंत्री जी की चर्चा कर रहे थे, मुझे भी उस विÂषय के बारे में जानकारी है इसलिए मैं कहना चाहूंगा कि उस समय के रेल मंत्री जी की सराहना की जाती है, उनकी योग्यता के बारे में कहा जाता है कि उनके समय में रेलवे मुनाफे में आई। जब मैंने उसका अध्ययन किया तो पता चला कि इस मुनाफे का कारण क्या है। पता चला कि रेलवे ने अपनी सम्पत्तियों का बहुत बड़ा हिस्सा बेचकर अपने कोÂष में राशि एकत्रित की है, जिसे मुनाफे के रूप में दिखाया गया था। यह कैसा हिसाब है कि कोई अपनी सम्पति बेच दे और उसे मुनाफे में जोड़ दे। मैं समझता हूं कि यह बहुत बड़ी नाइंसाफी है। माननीय जयप्रकाश जी यहां मौजूद नहीं हैं, नहीं तो मैं और भी बातें उन्हें बताता।

भारतीय रेलवे विकास और प्रगति की रीढ़ है। जिस प्रकार से मनुÂष्य के शरीर की मजबूती का आधार रीढ़ होता है, उसी प्रकार भारतीय अर्थव्यवस्था की मजबूती का आधार हमारी भारतीय रेल है। इतना ही नहीं भारतीय रेल हमारी संस्कृति को भी मजबूती देता है। जिस प्रकार से उत्तर भारत का गेहुं दक्षिण भारत के मंदिरों का प्रसाद बनता है और उसी प्रकार से दक्षिण भारत के फल उत्तर भारत के मंदिरों में प्रसाद के रूप में अर्पित किए जाते हैं, इस तरह से रेलवे भारतीय संस्कृति की विरासत को भारत के एक भू-भाग से दूसरे भू-भाग की यात्रा को सुगम और सरल बना कर मजबूत करती है।

मैं रेल मंत्रालय को धन्यवाद देना चाहूंगा और माननीय रेल मंत्री जी और माननीय रेल राज्य मंत्री जी का आभार प्रकट करना चाहूंगा, जिन्होंने आदरणीय प्रधानमंत्री जी की घोषणा को, जिसमें घोषित किया गया है, और संकल्प लिया गया है कि हमारी यह सरकार गरीबों, नौजवानों और महिलाओं को समर्पित है। इस संकल्प से प्रेरणा लेकर रेल मंत्रालय ने अपनी कार्य योजनाओं को रूप दिया है।

अभी बहुत चर्चा हो रही थी, लेकिन मैं संक्षेप में कहना चाहूंगा कि जिस प्रकार से यात्रियों को सुविधा प्रदान कर आरक्षण को सरल और सुविधाजनक बना कर रेलवे स्टेशनों और रेलों में तकनीकी सुविधाओं को उपलब्ध करा कर रेलवे स्टेशनों से लेकर रेल के डिब्बों की सफाई और रेलवे लाइन का विस्तारीकरण, नई रेलगाड़ियों का परिचालन, पहले से चल रही रेलगाड़ियों का समय पर परिचालन और यहां तक, भारत की उत्तर-पश्चिमी सीमा से लेकर उत्तर-पूर्व तक की सीमा पर रेल लाइन बिछाने का कार्य की जितनी भी प्रशंसा की जाए, वह कम होगी। यह विकास को रफ्तार देगा ही, भारत की सीमा को भी सुरक्षित रखने में रेलवे विभाग का यह संकल्प बहुत ही कारगर साबित होगा। मैं कहना चाहूंगा, चूंकि यह चर्चा आई है कि बिहार को रेल मंत्रालय ने क्या दिया है, बिहार को बहुत कुछ मिला है यथा हाजीपुर-सगौली रेल लाइन का शिलान्यास उस समय के प्रधानमंत्री आदरणीय अटल बिहारी वाजपेयी जी के करकमलों द्वारा हुआ। शिलान्यास हुए दस-बारह वर्ष बीत गए, लेकिन पूर्व की सरकार ने इतनी महत्वपूर्ण रेल लाइन को, जो कई एतिहासिक स्थानों को जोड़ती है - गणतंत्र की जन्मभूमि वैशाली से लेकर महात्मा गांधी की कर्मभूमि मोतीहारी तक को जोड़ने वाली यह रेल लाइन पूरी नहीं हो सकी, लेकिन इस सरकार ने इतनी धनराशि उस परियोजना में दी है कि आज बिहारवासियों का यह सपना पूरा होने जा रहा है। हाजीपुर-बछवारा रेल लाइन दोहरीकरण, समस्तीपुर-दरभंगा रेल लाइन दोहरीकरण, दीघा-पहलेजा रेल पुल, जो बहुत महत्वपूर्ण है, मोकामा-हाथीदह में नया रेल पुल, मुंगेर रेल पुल, शीतलपुर चक्का कारखाना, मधेपुरा एवं मंढौरा का इंजन कारखाना, समस्तीपुर में माल डिब्बा मरम्मत कारखाना जैसी अनेक महत्वपूर्ण योजनाओं में राशि दी गई है, मैं छोटी-छोटी योजनाओं की चर्चा नहीं कर रहा हूं, छोटी-छोटी दर्जनों योजनाएं हैं। जय प्रकाश जी वहां बैठे हैं, मैं इन्हीं को ढूंढ रहा था। अभी आए हैं और कुछ दिन बाद यहां ढूंढने से भी दिखाई नहीं पड़ने वाले हैं। मैंने प्रभु से प्रार्थना की है कि इनको ज्ञान दीजिए। अनेक योजनाएं ऐसी हैं जो बिहार की प्रगति को बढ़ावा देंगी ही, जिनसे देश की प्रगति में एक नया आयाम जुड़ेगा।

बिहार के समस्तीपुर जिले में दलसिंहसराय रेलवे स्टेशन एक प्रमुख रेलवे स्टेशन एवं व्यापार केन्द्र है, जहां आमूपाली एक्सप्रेस, पूर्वांचल एक्सप्रेस, रांची-जयनगर एक्सप्रेस का ठहराव हो। पूर्व-मध्य रेलवे के विद्यापति रेलवे स्टेशन जो मैथिली कवि विद्यापति की कर्मभूमि है, उसे आदर्श स्टेशन बनाया जाए एवं जनसेवा एक्सप्रेस का वहां ठहराव किया जाए। पूर्व-मध्य रेलवे के कर्पूरी ग्राम, दलसिंहसराय, शाहपुर पटोरी से दिल्ली एवं कोलकाता के लिए प्रतिदिन एयर कंडीशन्ड कंटेनर लगाया जाए।

क्योंकि वहां बहुत ज्यादा फलों और सब्जियों का उत्पादन होता है। पूर्व-मध्य रेलवे के कर्पूरीग्राम से पातेपुर, महुआ, हाजीपुर तक नई रेलवे लाइन की स्वीकृति प्रदान की जाए। बछवारा-हाजीपुर रेल खंड पर शाहपुर-पटोरी रेलवे स्टेशन सर्वाधिक आय देने वाला स्टेशन है। इस स्टेशन पर गरीब नवाज एक्सप्रैस एवं चंडीगढ़, डिब्रूगढ़ एक्सप्रैस का ठहराव किया जाए। हाजीपुर-बछवारा रेल लाइन पर स्थित नन्दनी लगुनिया रेलवे स्टेशन पर यार्ड बनाया जाए।

उपाध्यक्ष महोदय, मैं अंत में एक प्रार्थना करके अपनी बात समाप्त करूंगा कि इस लोक सभा के अध्यक्ष स्वर्गीय बलिराम भगत जी रहे हैं। उनका जन्मस्थान हमारे यहां का उजियारपुर क्षेत्र में ही है और वहां का जो निकटतम रेलवे स्टेशन है, उसका नाम मोहिउद्दीनगर रेलवे स्टेशन है। माननीय रेल राज्य मंत्री जी यहां बैठे हैं, वह उस स्थान से परिचित हैं, उनसे हम प्रार्थना करते हैं कि महद्दीनगर रेलवे स्टेशन का नाम स्व. बलिराम भगत जी के नाम पर रखा जाए, जो इस लोक सभा के अध्यक्ष रह चुके है। यही प्रार्थना करके मैं अपनी बात समाप्त करता हूं। धन्यवाद।

श्री विजय कुमार हाँसदाक (राजमहल) : उपाध्यक्ष महोदय, आपने मुझे इतने महत्वपूर्ण विषय पर बोलने का मौका दिया, इसके लिए मैं आपको धन्यवाद देता हूं। मैं आपके माध्यम से कुछ बातें सदन में रखना चाहता हूं। पिछले बजट सत्र में रेलवे बजट पर मैंने कई सारी बातें कही थीं, लेकिन उन सब बातों को इस रेल बजट में कहीं भी नहीं लाया गया है। मैं रेल मंत्री जी का ध्यान आकर्षित करना चाहूंगा कि हमारे झारखंड राज्य से रेलवे को चालीस प्रतिशत रेवेन्यू आता है। चालीस प्रतिशत एक बहुत बड़ा हिस्सा होता है। जहां से चालीस प्रतिशत रेवेन्यू आता है, मुझे लगता है कि मिनिस्टर वहां से होना चाहिए, ताकि हमारे राज्य में ज्यादा से ज्यादा रेलवे का काम हो सके, क्योंकि कभी भी वहां से कोई रेल मंत्री नहीं रहे और बिहार और बंगाल में खाली रेल जाती रही। हम यह नहीं कहते हैं कि दूसरी जगह रेल मत दीजिए, लेकिन चालीस प्रतिशत रेवेन्यू जहां से आता है, वहां के लोगों को भी कुछ दीजिए। आपकी सरकार के द्वारा सबका साथ, सबका विकास कहा गया है, लेकिन आप अपनी बात से ही पीछे हट रहे हैं। हमारे झारखंड को भी कुछ दे दीजिए, उसके लिए हम आपको धन्यवाद कहेंगे।

पाकुड़ मालदा डिवीजन की सबसे ज्यादा रेवेन्यू देने वाली जगह हैं, लेकिन पाकुड़ स्टेशन को अभी तक पूरी तरह से दुरुस्त नहीं किया गया है। तिनपहाड़ में कई वर्षों से लगातार लोग ओवर ब्रिज की मांग कर रहे हैं, क्योंकि आसपास के क्षेत्रों के लोगों को स्वास्थ्य सुविधा के लिए बहुत दिक्कत होती है, वहां के लोग कई सालों से मांग कर रहे हैं, लेकिन वहां पर ओवरब्रिज अभी तक नहीं दिया गया है। यदि आप पुराने जमाने में देखेंगे तो जो साहेबगंज स्टेशन था, मालदा डिविजन का सबसे बड़ा और सबसे सुंदर रेलवे स्टेशन था, लेकिन आज उसकी हालत बहुत दयनीय है। वहां से गंगा के कोने तक और बरेप्पर तक रेलवे जाती थी। लेकिन कहीं न कहीं आज इस छोर से उस छोर तक झारखंड से बिहार को जोड़ने की जरूरत है, वहां एक रेलवे ब्रिज की जरूरत है, जिससे वहां पूरा नार्थ बंगाल जुड़ जायेगा, बिहार जुड़ जायेगा और झारखंड का जो आयस्रोत, जो रिसोर्स है, वह भी बाहर जा सकता है और वहां की इंकम भी बढ़ सकती है। अगर रेलवे म्युजियम में भी आप जाकर पुरानी हिस्ट्री को देखेंगे तो पायेंगे कि 1909 में वहां से ही एक महानुभाव श्री अमयचंद्र सेन ने रेलवे में शौचालय की चर्चा की थी और तब इसकी शुरूआत हुई थी। वहां से जो बात चर्चा में आई, लेकिन अभी भी कहीं न कहीं ट्रेनों में शौचालय की स्थिति बहुत दयनीय है। जसीडीह स्टेशन संथाल परगना के पांच प्रखंडों, पांच जिलों को जोड़ता है, लेकिन अभी भी वहां ठीक तरह से ध्यान नहीं दिया गया है। वहां बाबानगरी में दर्शन करने के लिए लगभग पांच लोग आते हैं। जसीडीह-पिरपैंती रेलवे लाइन का सर्वे काफी समय से बंद पड़ा हुआ है, उस पर कुछ काम नहीं हो रहा है। उस पर सर्वे करने की जरूरत है, क्योंकि यदि वहां नई रेल लाइन बिछे तो लोगों को बाहर से आने में सुविधा हो सकती है। धनबाद डिविजन हाजीपुर में शिफ्ट कर दिया गया है। हमारे झारखंड से अगर हर चीज को बंगाल, बिहार और अन्य जगहों में शिफ्ट कर देंगे तो हमारे यहां किस तरह से काम हो पायेगा।...(व्यवधान) दादा हमें कोई एलर्जी नहीं है, हमारा कहना है कि हमें भी तो कुछ मिले, हम मांग रहे हैं कि हमें भी कुछ

मिले, लेकिन यह दे नहीं रहे हैं।

चक्रधरपुर एक ऐसा मेजर स्टेशन है, जहां से आयरन ओर देश के हर कोने में जाता है, लेकिन सबसे ज्यादा कृष्णन उस रेल पूखण्ड में है और बहुत ज्यादा रेवेन्यु का नुकसान इस रेलवे डिवीजन को हो रहा है। पुरानी बातों में से कुछ बातों को दोहराना चाहूंगा, लेकिन एक बात मैं कहना चाहूंगा कि झारखण्ड में जितनी भी ट्रेनें चलती हैं, कहीं न कहीं सबसे ज्यादा रिजेक्टिड और थर्ड क्लास बोगी हम लोगों को ही मिलती है और जो कपड़े या लिनन दिए जाते हैं, सबसे गंदे हम लोगों को ही दिए जाते हैं। मतलब 40 पर्सेंट रेवेन्यु कलेक्ट हो कर उस क्षेत्र से जाए और सबसे ज्यादा रद्दी व्यवस्था भी हम लोगों को दी जाए। हम हाथ जोड़ कर आपसे विनती करते हैं कि कुछ ध्यान हमारे झारखण्ड पर भी दीजिए। ओलावृष्टि से किसानों के खेत में जो बार्बादी हुई है, वह तो प्राकृतिक है, लेकिन आप लोग यहीं से बैठे-बैठे झारखण्ड के सारे लोगों पर ओलावृष्टि कर रहे हैं, उनकी इच्छाओं पर कर रहे हैं। आप लोगों से यही दरख्वास्त और प्रार्थना करेंगे कि झारखण्ड पर भी थोड़ा विशेष ध्यान दिया जाए। यही कह कर मैं आपनी बात समाप्त करता हूँ।

*__SHRI D.K. SURESH (BANGALORE RURAL) :__ The Rail budget for 2015-16 has proposed a Plan outlay of Rs.1,00,011 crore. It is over one and a half times of outlay of Rs.65,798 crore in the revised estimates for the year 2014-15.

I would like to state that the hon. Railway Minister indicated that he would like to engage states as partners in projects. In this regard, I would like to draw the attention of the hon. Railway Minister that the land is provided by the state government with free of cost. Railway Revenue is deposited with Railway department which is under the control of Government of India. Whereas the cost sharing is concerned, the Railway Ministry is demanding 50% from state governments. The Government of Karnataka has expressed its disappointment over this kind of anomalies. I would also like to point out that so far as National Highways are concerned, the Union Government is spending 100% funds on its own. Similarly, the Railway Ministry also take the steps to spend 100% cost from the railway department and state governments are not asked to share the cost of construction of Railway projects.

Railways provide the cheapest and most convenient mode of passenger transport both for long distance and suburban traffic.

Railways play a vital role in mitigating the sufferings of the people in the event of natural calamities like droughts, floods, famines, earthquakes, etc. This is done by carrying relief and rescue teams and essential items to the affected areas and save people from sufferings and starvation. In this regard, I would like to draw the attention of the Railway Minister and the government of India that the entire country including my state Karnataka has been suffering from natural calamities like drought and flood, hailstorm etc. for the last one and a half decade. However, during the same period there are more than a dozen new railway lines announced in the various railway budgets presented by different governments. But till date not a single project is completed. In the current budget, Railway Minister has not announced any new railway lines for Karnataka state. On the other hand, he has not allocated sufficient funds for completion of the existing railway tracks, construction of Railway over bridges and Railway under bridges to mitigate the congestion of huge traffic, particularly in Urban areas of the country and to avoid frequent railway accidents, constructing barricades in strategic places.

I would like to point out that in my home district and part of my Bengaluru Lok Sabha Constituency in Ramangara town railway level crossing No.37 and 38 were closed by the railway authorities to avoid inconvenience caused to train movements. However, I would like to point out to the hon. Railway Minister and the Railway authorities that before taking a decision to 'shut' a railway level crossing or any Railway Gate or so, the likely impact on the general public, who are using the said level crossings and railway gates, for day to day living should be considered. Here, I would like to suggest that in Ramanagara town the railway authorities should take steps to construct a Railway under pass/Railway over bridge to facilitate the local people to run their day to day activities of earning their livelihood, attending healthcare centres, etc., without any sufferings. As of now the shutdown of the LC gate 37 and 38 is causing unnecessary sufferings like the hard earned money, precious time, and energy of the local community are wasted. Therefore, I urge the Railway Minister to look into this issue and direct the authorities concerned to take immediate decision to restore the LC gate 37 and 38 and gradually a Railway under pass and ROB should be constructed.

I would like to raise the matter of manning of Level Crossing No.24 on Bangalore- Mysore railway line from 5PM to 7AM. This is a very convenient road to establish connectivity from interior parts of Bidadi Hobli and Thavarekere Hobli. Large number of students, patients, farmers and workers depend on this. In this regard, I expect a favorable decision from the Hon. Minister.

I also request the hon. Minister to consider a stoppage at Maruru Handpost in Magadi Taluk for the newly proposed Bangalore-Hassan railway line and construct a station at Maruru Handpost. This will be convenient for the many surrounding villages and thousands of people living in this area.

Construction of a railway over bridge near Kollapuradamma Temple in Kunigal is a long term demand. There is a lot of inconvenience for the local people and people who visit the temple from other parts of the state. I have taken this with the hon. Minister and I once again demand to the Government to give an urgent priority to the matter as it affects thousands of people.

Another point I would like to point out is about establishing a Railway station at Kunigal check post, the railway authorities stated that it was not possible due to height of the Railway track on the particular station. I would like to point out that Railway authorities should take into account various aspects including the interest of agriculturist and convenience for local community before executing any railway project. Now, if a part of the land of a small and marginal farmer is acquired for the railway project, it is not possible for the farmer to continue with agriculture in a small piece of land. In such a situation, both agriculture and farmer and his family are affected. Therefore, I would like to suggest the hon. Minister to issue necessary directions to Railway project itself so that no farmer and agriculture is affected in the name of railway project.

There are reports that Railway unions are opposing FDI in Railways. I would like to say that the Indian Railways is a symbol of national integration. Whatever steps are taken by the government should help Railways to improve its business and uphold the national integration. I do hope the Minister will not privatize it through back door.

*__श्री अजय मिश्रा टेनी (खीरी):__ मैं रेलवे बजट में अनुदान मांगों पर रखे गये कटौती प्रस्ताव का विरोध करता हॅू।

हमारे माननीय रेल मंत्री जी ने पहली बाद आम लोगों को रेल यात्रा के दौरान सुविधाएं प्रदान करन वाला व दूरगामी परिणाम देने वाला बजट प्रस्तुत किया है। मैं अपनी सरकार द्वारा प्रस्तुत बजट का समर्थन व कटौती प्रस्ताव का विरोध करता हॅू।

मेरे लोक सभा क्षेत्र हेतु हमारी सरकार ने ब्रॉडगेज रेल लाइन सहित रेलवे फाटकों पर बैरियर लगाने की स्वीकृति दी है। इसके लिए मैं सरकार को धन्यवाद देता हूं तथा माननीय रेल मंत्री जी से अपने क्षेत्र के लोगों की सुविधा हेतु निम्नलिखित कार्यों को रेल बजट में शामिल करने अथवा नई योजनाओं के माध्यम से इन कार्यों को कराने का अनुरोध करता हॅू।

1. लखनऊ से पीलीभीत रेल लाइन को लखीमपुर होते हुए शीघ्र ही ब्रॉडगेज में परिवर्तन का काम पूरा किया जाए।
2. मैलानी-बहराइच रेल लाइन को भी शीघ्र ब्रॉडेगेज लाइन में परिवर्तित किया जाये।
3. एक नई लाइन पलिया स्टेशन से निघासन-ढकेरवा होते हुए सिसैया से मिट्ठी पुरवा स्टेशन तक जोड़ी जाये।
4. सेंचुरी एक्सप्रेस ट्रेन को लखनऊ से तिकुनियां तक चलाया जाये।
5. बेरली व लखनऊ से एक-एक नई ट्रेन तिकुनियां तक चलायी जाये।
6. जब तक ब्रॉडगेज लाइन पूर्ण नहीं होती तब तक दिल्ली से सीतापुर तक (वाया शाहजहांपुर) नई शताब्दी एक्सप्रेस ट्रेन चलाई जाये।

मैं पुनः कटौती प्रस्ताव का विरोध तथा रेल मंत्री द्वारा प्रस्तुत बजट का समर्थन करता हूं।

श्रीमती दर्शना विक्रम जरदोश (सूरत) : उपाध्यक्ष महोदय, आपने मुझे अपनी बात रखने का अवसर दिया है, इसके लिए मैं आपका धन्यवाद करती हूँ। टैक्नोलॉजी का महतम उपयोग करने वाला नेता, जब राष्ट्र पर शासन करता है तो वह विकास का रास्ता ही पसंद करता है। हमारा देश सबसे युवा देश है। टैक्नोलॉजी के महतम उपयोग से रेलवे मंत्री का संकल्प आगे आने वाले दिनों में नए द्वार खोलने वाला साबित होगा। हमारे प्रधान मंत्री जी जब विदेश यात्रा पर भी जाते हैं तो वहां पर स्टेशन, उनकी व्यवस्था, ट्रेनों के बारे में सोचते हैं, वहां की विज़िट करते हैं। माननीय रेल मंत्री जी द्वारा जो-जो सुझाव दिए गए हैं, उनसे आगामी दिनों में दुनिया की सबसे लंबी रेल व्यवस्था को मजबूत होने का अवसर प्राप्त होगा। रेलवे अपनी पटरी पर स्वस्थ हो कर दौड़ सकेगी, ऐसा मुझे विश्वास है। मुझे यह भी विश्वास है कि इस बजट के सकारात्मक परिणाम प्राप्त होने से रेलवे अपनी सुविधाओं को भी बढ़ाएगा एवं सेवाओं को भी अच्छी श्रेणी में दे पाएगा। इसके लिए मैं रेलवे मंत्री जी का आभार प्रकट करती हूँ। शायद पूरे भारतवर्ष में फर्स्ट फ्लोर पर यदि कोई रेलवे स्टेशन है तो वह सूरत शहर का है। सूरत संसदीय क्षेत्र में कई सालों से जो भी डिमांड थी, उसका विकास करने हेतु सालों के बाद आज पहली बार महानगरपालिका, राज्य सरकार एवं रेलवे तंत्र से पीपीपी मॉडल में एमओयू साइन हो चुका है। वायब्रेंट गुजरात के दरम्यान बहुत अच्छा एमओयू साइन हुआ है, जिससे सूरत के लोगों की आकांक्षाएं एवं आशाएं बढ़ी हैं। सूरत का रेलवे स्टेशन भी नंबर वन बन जाए, इसीलिए रेलवे मंत्री जी का मैं आभार प्रकट करती हूँ। कल ही हमारी प्रथम महिला मुख्य मंत्री आनंदी बेन ने सूरत में इंटर कनेक्टिविटी के लिए बीआरटीएस की ओपनिंग की है। ड्रीम सिटी, स्मार्ट सिटी ऐसे कई सारे अवॉर्ड्स जो अर्बन डिवेल्पमेंट मिनिस्ट्री से मिलते हैं, उनमें से दस में छह अवार्ड सूरत को मिल चुके हैं। पिछले कुछ सालों से सूरत का विकास बहुत तेजी से होने लगा है। शायद भारत का कोई जिला ऐसा नहीं होगा, जहां का परिवार यहां बसता न हो। रोज़ाना 50 लाख की आमदनी देने वाले स्टेशनों में सूरत की गिनती टॉप मोस्ट में है। जैसे-जैसे सूरत का विकास हो रहा है, वैसे-वैसे रेलवे की कठिनाई भी बढ़ती है। एक एक्सपीरिएंस मैं आपसे शेयर करना चाहती हूँ।

पिछले पांच सालों में तो न तो ममता जी की ममता प्राप्त हुई और न ही दिनेश जी की दया प्राप्त हुई, लेकिन इस साल प्रभु जी की कृपा हम पर हुई। जब तीन महीने पहले रेलवे मंत्रालय में मेयर, कमिश्नर, सभी सांसदों के साथ रेलवे अधिकारियों ने बैठक की, जो आरओबी राज्य सरकार के प्रयत्न से दोनों तरफ से बने हुए थे, उनकी डिमांड के लिए जब हम गए, सूरत पहुंचने से पहले यहां के अधिकारी वहां चले गए थे और उनकी परमिशन हमें मिल चुकी थी। स्वच्छ स्टेशन के लिए, स्वच्छ रेल यात्रा के लिए

एक एमओयू कोर्पोरेशन साइन करने वाला है, आने वाले दिनों में उसका परिणाम हमें मिलेगा। उसके साथ-साथ ड्रीम सिटी, जो डायमंड, टैक्सटाईल और ज़री उद्योग हैं, जैसे जरी उद्योग बनारस, वाराणसी से जुड़ा हुआ है, डायमंड का महाराÂट्र और सौराÂट्र से जुड़ा हुआ है, तो कई सारी ऐसी डिमांड्स हैं, वैसे तो बहुत सारी डिमांड्स होती हैं, सभी तो मंजूर नहीं की जा सकती हैं।

17.00 hrs

मुनियप्पा जी, बैठे हैं, तीन साल पहले जब हम उनसे मिलने गए थे तो उन्होंने आश्वासन दिया था कि आपकी एक डिमांड ऐसी होगी जिसे गर्व के साथ आप अपने क्षेत्र में जाकर बता सकेंगे, लेकिन ऐसा कुछ भी नहीं हुआ। यह अच्छे दिनों की शुरूआत इतनी अच्छी हुई है कि पीपीपी मॉडल पर जो वाइब्रेंट गुजरात में एमओयू साइन हुआ है उसका परिणाम हमें तुरंत मिलेगा।

17.01 hrs (Hon. Speaker *in the Chair*)

35 सौ करोड़ के बजट वाला यह पहला सूरत स्टेशन होगा, जिसको देखने के लिए शायद यहाँ से सभी लोगों को वहाँ आना पड़ेगा। पश्चिम रेलवे में, वेस्टर्न रीजन में सबसे बड़ा शहर अगर कोई है तो

वह सूरत है। यह गुजरात का आर्थिक शहर है। गाँधी नगर में हमारा जो महात्मा मन्दिर, वाइब्रेंट गुजरात, जो भी बहुत सारे प्रोग्राम्स होते हैं, उनके लिए गाँधी नगर स्टेशन का भी डेवलपमेंट करने की डिमांड हमने रखी है। इसके साथ-साथ अहमदाबाद-मुंबई हाई स्पीड बुलेट ट्रेन जो पास हो चुकी है, जिसका सर्वे हो चुका है, सूरत से पास होने वाली ट्रेन का फायदा भी हमें मिलेगा।

पश्चिम रेलवे का अधिकतम विस्तार गुजरात में है, इस विषय को ध्यान में रखते हुए पश्चिम रेलवे का हेड क्वार्टर अहमदाबाद को दिया जाए। सूरत रेलवे स्टेशन के हर रोज के पचास लाख से ज्यादा के रेवेन्यू को देखते हुए वहाँ डीआरएम ऑफिस की हम डिमांड करते हैं। सूरत, गुजरात और सौराष्ट्र में रहने वालों की जनसंख्या को देखते हुए, हमारे सभी गुजरात के साथी सांसद साथ में बैठे हुए हैं, सूरत-महुवा ट्रेन मुंबई से होकर जो सप्ताह में एक ही दिन चल रही है, उसे हर रोज चलाने की बात हम कर रहे हैं। संपर्क क्रांति ट्रेन का सूरत को स्टॉपेज नहीं मिला है, वह स्टॉपेज वहाँ दिया जाए। बीलीमोरा से वघई जाने वाला नैरोगेज ट्रैक, जिसे ब्रॉड गेज करने का काम पिछले डेढ़ साल से अत्यंत मंद गति से चल रहा है, उसे भी जल्द पूरा किया जाए और उसे नासिक तक एक्सटेंड किया जाए। उसके साथ ही भरूच विरार शटल को भरूच से दोपहर दो बजे के बजाए विरार के लिए तीन बजे रवाना किया जाए। मेरा संसदीय क्षेत्र औद्योगिक दृष्टि से अति विकसित है, वहाँ लोकशक्ति एक्सप्रेस एवं देहरादून एक्सप्रेस को स्टॉपेज दिया जाना चाहिए। उत्राण रेलवे स्टेशन पर एक एफओबी को मंजूरी दी गई है, उसको भी तुरंत शुरू किया जाए।

गुजरात का विश्व प्रसिद्ध सोमनाथ मंदिर जहाँ बसा हुआ है, वहाँ से उत्तर भारत की ओर जाने के लिए कोई और ट्रेन की सुविधा नहीं है, अतः इस यात्रा धाम को भी उत्तर भारत की ओर जाने वाली सीधी ट्रेनों से सुविधा देनी चाहिए। सूरत स्टेशन के हरेक प्लेटफार्म पर दिन-रात यात्रियों की भारी भीड़ को देखते हुए सूरत स्टेशन के पास ही उधना स्टेशन का विकास करना जरूरी है ताकि ताप्ती लाइन की ओर जाने वाली ट्रेनों को उधना से चलाकर सूरत स्टेशन के ट्रैफिक के भार को कम किया जा सके। गुजरात के सूरत से पश्चिम बंगाल की ओर जाने के लिए सिर्फ दो ट्रेनें हैं, वह भी आगे से जाती है, अतः सूरत से पश्चिम बंगाल के लिए सीधी ट्रेन की सुविधा होनी चाहिए। टेक्सटाइल के बिजनेस में ओडिशा से जुड़ना चाहिए, उत्तर प्रदेश, बिहार से जुड़ना चाहिए, क्योंकि टेक्सटाइल और डायमंड के बिजनेस के सिलसिले में कई सारे लोगों का यहाँ से हर रोज आना-जाना होता है।

महोदया, एमएसटी या टिकट वाला यात्री डिफरेंस की रकम देकर अपनी यात्रा आगे करना चाहता है, लेकिन रेलवे तंत्र द्वारा यह सुविधा कुछ महीने पहले बंद कर दी गई है, उसे भी फिर से चालू करना चाहिए। बांद्रा-पटना ट्रेन जो सप्ताह में एक दिन चलती है, उसे उत्तर भारतीयों की जनसंख्या को देखते हुए रोज चलाया जाना चाहिए। ताप्ती-गंगा एक्सप्रेस एवं सूरत-भागलपुर एक्सप्रेस को भी यात्रियों की अतिशय भारी भीड़ एवं बारह मास प्रतीक्षा की लंबी सूची को देखते हुए सूरत को इस ट्रेन से जोड़ा जाए।

मैं फिर से सुरेश प्रभु जी और सिन्हा जी का धन्यवाद करूँगी, जिन्होंने सूरत के लिए बहुत अच्छा सोचा है, पीपीपी मॉडल पर जो स्टेशन का डेवलपमेंट होने वाला है, उससे सूरत के लोगों की बहुत आकांक्षा है। इन्हीं शब्दों के साथ मैं बजट का अनुमोदन करती हूँ। धन्यवाद।

***डॉ. वीरेन्द्र कुमार (टीकमगढ़):** मैं रेलवे की अनुदान मांगों का समर्थन करता हूँ। जिस तरीके से माननीय रेल मंत्री श्री सुरेश प्रभु जी ने रेलवे जैसे महत्वपूर्ण सार्वजनिक परिवहन के सुचारूरूपूर्ण परिचालन हेतु अपनी दूरदृष्टि एवं संसाधन जुटाने की अपनी अभूतपूर्व क्षमता का उपयोग किया है, उसके लिए मैं उनका अभिनंदन करता हूं। हमारे देश के यशस्वी एवं ऋषितुल्य प्रधानमंत्री माननीय श्री नरेन्द्र मोदी जी का भी यही सपना है कि हमें महज लोक-लुभावन घोषणाओं में न पड़कर राष्ट्र की ठोस विकास की नीति पर काम करना चाहिए। माननीय रेल मंत्री जी ने उनके इसी सपने को मूर्तरूप देने का कार्य अपने इस रेल बजट के माध्यम से किया है।

भारत में रेलवे सार्वजनिक परिवहन का सबसे बड़ा ज़रिया है। माननीय रेल मंत्री श्री सुरेश प्रभु जी ने इस सार्वजनिक परिवहन को मजबूती के साथ खड़ा करने की दिशा में अभिनंदनीय प्रयास किए हैं। यह उनक प्रयासों का ही नतीज़ा है कि वित्त वर्ष 2014-15 के दौरान भारतीय रेलवे की अनुमानित राजस्व आमदनी 1-04-2014 से 31-03-2015 तक 1,57,880.50 करोड़ रूपए रही, जो पिछले वर्ष की समान अवधि में अर्जित 1,40,761.27 करोड़ रूपए की तुलना में 12.16 प्रतिशत ज्यादा है। उपरोक्त अवधि के दौरान भारतीय रेलवे की वस्तुओं से अर्जित आमदनी लगभग 1,07,074.79 करोड़ रूपए रही, जो बीते वर्ष की समान अवधि में अर्जित आमदनी 94,955.89 करोड़ रूपए के मुकाबले 12.76 प्रतिशत अधिक है। इसी तरह उपरोक्त अवधि के दौरान रेलवे की यात्रियों से अर्जित आमदनी लगभग 42,866.33 करोड़ रूपए रही, जो पिछले वर्ष की इसी अवधि के दौरान अर्जित राजस्व आमदनी 37,478.34 करोड़ रूपए की तुलना में 14.38 प्रतिशत ज्यादा है। इसी तरह वित्त वर्ष 2014-15 के दौरान अन्य कोचिंग से रेलवे ने 4,035.56 करोड़ रूपए राजस्व आमदनी अर्जित की, जो पिछले वर्ष की इसी अवधि में अर्जित राशि 3,818.03 करोड़ रूपए की तुलना में 5.70 प्रतिशत ज्यादा है। इसी तरह रेलवे की अप्रैल, 2014 से जनवरी, 2015 के दौरान वस्तुवार भाड़ा यातायात से 86,009.27 करोड़ रूपए की राजस्व आमदनी कमायी, जो कि पिछले वर्ष की इसी अवधि की आमदनी 76,501.01 करोड़ रूपए से 12.43 प्रतिशत अधिक है।

मैं रेलवे की निरंतर आर्थिक तरक्की को माननीय रेल मंत्री श्री सुरेश प्रभु जी की दूरदृष्टि तथा कुशल रणनीति का परिणाम मानते हुए उनको धन्यवाद देता हूं, जिनके अथक प्रयासों से भारतीय रेलवे की कुल अनुमानित कमाई 1 अप्रैल, 2014 से लेकर 31 जनवरी, 2015 तक की अवधि के दौरान 1,28,928.28 करोड़ रूपए रही, जो पिछले वर्ष की समान अवधि के मुकाबले 12.67 प्रतिशत अधिक है और इसी तरह से यात्रा करने वाले लोगों की संख्या में भी उल्लेखनीय बढ़ोतरी हुई है।

माननीय रेल मंत्री जी ने रेलवे के आमूल-चूल परिवर्तन हेतु कुछ महत्वपूर्ण लक्ष्य निर्धारित किए हैं, जिनमें प्रमुख रूप से यात्रियों के अनुभव में सुधार, सुरक्षित रेल यात्रा, रेलवे की क्षमता का विस्तार व रेलवे की बुनियादी ढांचों का आधुनिकीकरण तथा बड़े पैमाने पर कमाई करके वित्तीय स्थिरता कायम करना शामिल है और इसी तरीके से माननीय रेल मंत्री जी की कुशल रणनीति के तहत रेलवे कुछ उपेक्षक कार्यों के लिए भी समर्पित है, जिसमें रेलवे के कायाकल्प के लिए पांच वर्षीय कार्य योजना, वित्त पोषण एवं अंतिम मिनट संयोजकता को सुनिश्चित करने के लिए राज्यों, पी.एस.यू., बहुपक्षीय एजेंसी और निजी क्षेत्र की भागीदारी सुनिश्चित करना है और अगले पांच साल में 8.50 लाख करोड़ रूपए का निवेश, प्रबंधन में सुधार तथा शासन और पारदर्शिता के मानक तय करना है एवं सबसे महत्वपूर्ण कार्य योजना जो यात्रियों की एक सुखद यात्रा के लिए तैयार की गयी है, जिसमें साफ-सफाई, बिस्तर, हेल्प लाईन, टिकट, खान-पान, प्रौद्योगिकी का अत्यधिक उपयोग, निगरानी, मनोरंजन, गाड़ी क्षमता में वृद्धि, आरामदायक यात्रा एवं स्टेशन सुविधाएं प्रमुख हैं। इसके अलावा महिलाओं की सुरक्षा को ध्यान में रखते हुए आरक्षित डिब्बों में सी.सी.टी.वी. कैमरे लगाए जाएंगे। इससे महिलाओं की सुरक्षा तथा महिलाओं पर होने वाले अपराधों में रोकथाम में मदद मिलेगी।

माननीय रेल मंत्री जी द्वारा प्रस्तुत रेल बजट सही मायने में रेल यात्रियों के लिए समर्पित बजट है। पूर्व सरकारों के समय की गयी लोक-लुभावन राजनैतिक घोषणाओं के स्थान पर पुरानी परियोजनाओं को प्राथमिकता से पूरा करने तथा रेलवे को फिर से पटरी पर कैसे लाया जाए, इस दिशा में उनके द्वारा उठाये गए कदम सराहनीय है। सबसे स्वागत योग्य कदम यात्री किराया में वृद्धि न होने से जनता में हर्ष की हिलोरे उठ रही हैं। वहीं स्वच्छ भारत अभियान के तहत स्वच्छ रेल बनाने की तरफ 650 स्टेशनों पर नये शौचालयों का निर्माण कराया जाएगा। सुखद यात्रा के लिए बिस्तरों के मौजूदा डिज़ाइनें को निफ्ट के सहयोग से बदला जाएगा तथा चुनिंदा स्टेशनों पर डिस्पोज़ल बिस्तर की ऑनलाइन सुविधा भी बढ़ाये जाने से यात्रियों को काफी सुविधा होगी। यात्रियों की समस्याओं के निराकरण के लिए 24 घंटे सातों दिन 138 पर हेल्प लाईन शुरू होने से काफी मदद मिलेगी।

रेलवे स्टेशनों पर वाटर वेंडिंग मशीन लगाए जाने से स्वच्छ पेयजल कम दाम पर यात्रियों को उपलब्ध होगा। ई-केटरिंग की सुविधाएं रेलों में बढ़ने से मेल पर मन-पसंद खाना यात्री रेल में मंगा सकेंगे।

शताब्दी जैसी रेलगाड़ियों में ऑन बोर्ड मनोरंजन की व्यवस्था होने से यात्रा और भी मनोरंजक एवं आरामदायक हो जाएगी तथा साधारण श्रेणी के सवारी डिब्बों में भी मोबाइल फोन चार्ज की सुविधा प्रदान होने से यात्रियों को बहुत मदद मिलेगी। गाड़ियों में यात्रियों की बढ़ती हुई भीड़ की सुविधा हेतु चौबीस सवारी डिब्बों के स्थान पर 26 डिब्बे लगने से काफी राहत मिलेगी। महिलाओं एवं वृद्ध रेल यात्रियों की सुविधा हेतु लॉअर बर्थ का कोटा बढ़ाए जाने के निर्णय से सीनियर सिटीजन काफी प्रफुल्लित हैं।

रेलवे ऑटो रिक्शा तथा टैक्सी चालकों को पर्यटन गाइड के रूप में प्रशिक्षित करेगी। यह कदम रोज़गार बढ़ाने में सहायक सिद्ध होगा।

रेलवे भूमि पर से अतिक्रमण हटाने संबंधी निर्णय स्वागत योग्य है। उक्त भूमि का व्यावसायिक उपयोग की योजना बनाए जाने से रेलवे की राजस्व आय में वृद्धि होगी। मानव रहित रेलवे क्रॉसिंग पर रेलवे ओवर ब्रिज बनाए जाने से घंटों बाधित यातायात का दबाव भी कम होगा।

ललितपुर-सिंगरोली रेलवे परियोजना काफी पुरानी है। सरकार की प्राथमिकता भी अपूर्ण योजनाओं को पूरा करने की है। अभी इस क्षेत्र में झांसी, ललितपुर, टीकमगढ़ तक रेल चल रही है। छतरपुर तक रेल लाइन डल चुकी है। छतरपुर स्टेशन का कार्य पूर्णता पर पहुंच गया है। छतरपुर तक इंजन का ट्रॉयल भी हो चुका है। अतः छतरपुर तक इस रेलगाड़ी को बढ़ा देना चाहिए तथा खजुराहों के आगे पन्ना टाईगर रिजर्व फॉरेस्ट एरिया के कारण कार्य रूक रहा है। जबकि यात्रा से सतना, रीवा, सिंगरोली तक कोई बाधा नहीं है। अतः वन एवं पर्यावरण विभाग से एन.ओ.सी. लेकर कार्य आगे

बढ़ाना चाहिए अथवा कश्मीर की तरह पन्ना घाटी में सुरंग बनाकर रेल चलाने का मार्ग सुगम बनाया जाना चाहिए। बुंदेलखण्ड एवं बघेलखण्ड के विकास में यह परियोजना मील का पत्थर साबित होगी।

खजुराहो-उदयपुर एक्सप्रेस पर्यटन केंद्रों को जोड़ने वाली ट्रेन है। बीच में ओरछा स्टेशन है। ओरछा पर्यटन केंद्र के साथ ही धार्मिक आस्थाओं का भी बड़ा केंद्र है। अतः इस ट्रेन का स्टॉपेज यहां किया जाना चाहिए। ओरछा में देश-विदेश से बड़ी संख्या में पर्यटक एवं श्रद्धालु आते हैं। अतः यहां से निकलने वाली सभी एक्सप्रेस ट्रेनों का ठहराव इस स्टेशन पर किया जाना चाहिए। जिससे पर्यटन को बढ़ावा मिलेगा तथा रेलवे की राजस्व आय में भी वृद्धि होगी।

आज़ादी के 67 वर्षों के बाद भी बुंदेलखण्ड रेल सेवाओं से पूरी तरह से वंचित है। क्षेत्र में मात्र एक पैसेंजर रेलगाड़ी झांसी-टीकमगढ़ चलना प्रारंभ हुई है। वह भी दिन में केवल एक फेरा होती है। इस रेलगाड़ी को शाम को भी एक और फेरा आने-जाने के लिए बढ़ाकर जाने की आवश्यकता है, ताकि लोग ललितपुर पहुंचकर दिल्ली और मुंबई के लिए रेलगाड़ी आसानी से पकड़ सके। झांसी-टीकमगढ़ पैसंजर रेलगाड़ी का एक और फेरा आने-जाने के लिए बढ़ाया जाए।

मेरे संसदीय क्षेत्र के लोगों द्वारा टीकमगढ़ से भोपाल इंटरसिटी एक्सप्रेस चलाए जाने की मांग विगत काफी समय से की जा रही है, लेकिन इस मांग को अब तक स्वीकार नहीं किया गया है। टीकमगढ़ से भोपाल इंटरसिटी एक्सप्रेस रेलगाड़ी चलायी जाए, जिससे बुंदेलखण्ड के लोग सुबह भोपाल जाकर दिन में अपना कार्य निपटाकर शाम को वापस घर आ सके। बुंदेलखण्ड में रोज़गार के अवसरों को बढ़ाने के लिए छतरपुर रेल कोच फैक्ट्री बनायी जानी चाहिए। टीकमगढ़ जैसे क्षेत्र में रेलवे का विश्वविद्यालय एवं प्रशिक्षण केंद्र खोलने से क्षेत्र का शैक्षणिक एवं औद्योगिक विकास हो सकेगा।

निवाड़ी स्टेशन पर अभी बुंदेलखण्ड एक्सप्रेस रूकती है। यह तहसील मुख्यालय कृषि मंडी एवं शिक्षा का केंद्र है। यहां सभी एक्सप्रेस ट्रेनों का स्टॉपेज किया जाना चाहिए। डुमरा स्टेशन के पास बुंदेलखण्ड की चरण पादुका शहीद स्थली (आज़ादी की लड़ाई) है। यहां पूर्व में कई ट्रेनों के स्टॉपेज थे। सभी ट्रेनों का हॉल्ट यहां किया जाना चाहिए। ताज एक्सप्रेस को झांसी से अंतर्राष्ट्रीय पर्यटन केंद्र खजुराहों तक बढ़ाया जाना चाहिए। दिल्ली से खजुराहों के लिए शताब्दी समान एक ट्रेन आने-जाने के लिए प्रारंभ की जानी चाहिए। नौगांव में रेलवे टिकट एवं आरक्षण केंद्र प्रारंभ किया जाना चाहिए। बिजावर में रेल यात्रियों की सुविधा हेतु रेल टिकट एवं आरक्षण केंद्र शीघ्र खोलना चाहिए।

बीना-भोपाल पैसेंजर ट्रेन जो अभी बीना में खड़ी रहती है, इसे टीकमगढ़ तक बढ़ाया जाना चाहिए। निवाड़ी एवं हरपालपुर स्टेशन पर प्लेटफॉर्म नं. 2 तथा फुट ओवर ब्रिज शीघ्र बनाया जाना चाहिए। हरपालपुर स्टेशन का शेड छोटा है। यात्रियों को धूप, वर्षा से बचाव हेतु शेड की लंबाई बढ़ानी चाहिए।

खजुराहो-छतरपुर-सागर-भोपाल रेल लाईन का सर्वे कार्य हो चुका है। जांच करवाकर शीघ्र लाइन डलवाने की शुरूआत किया जाना आवश्यक है। हरपालपुर-नौगांव-छतरपुर रेल लाइन सर्वे करवाकर महाराजा छत्रसाल की छावनी केंद्र धुबेला म्यूजियम से जोड़ने हेतु रेल लाईन का विस्तार किया जाना चाहिए।

झांसी, ओरछा, पृथ्वीपुर, टीकमगढ़, घुवारा, शाहगढ़ रेल लाईन डालने से बुंदेलखण्ड के विकास को काफी गति मिलेगी। शीघ्र सर्वे कराया जाना चाहिए।

मैं अंत में एक बार पुनः रेलवे के प्रति माननीय रेल मंत्री जी की दूरदृष्टि के लिए उन्हें धन्यवाद देता हूं तथा अनुदान मांगों का पुरज़ोर समर्थन करते हुए अपनी बात समाप्त करता हूँ।

SHRI KODIKUNNIL SURESH (MAVELIKKARA): Hon. Speaker, the Railway Budget is before us. Today we are discussing the Demands for Grants relating to the Ministry of Railways.

Many of my good friends have made excellent speeches in the House and made their demands. I am not dwelling much on them but I will confine myself to the demands relating to my State, Kerala.

The hon. Railway Minister started his speech by saying that 'the Indian Railways carry a heavy burden of expectations.' I totally agree with him; and I would add that 'the Indian Railways is the reflection of Indian-ness and the lifeline of India.' It is one of the major motive factors, which unites us from Kanyakumari to Kashmir. There is no other parallel in India to the Indian Railways.

Each Railway Budget is the reflection of aspirations and needs of the people. With great expectations, millions of people listen to the speech of the hon. Railway Minister.

In this Budget, we all expected a great deal of announcements regarding new trains, new projects, constructions etc. But the Minister disappointed us totally in the matter. But I expect that the hon. Minister would announce new trains and projects in his reply to the debate.

Madam, at the same time, I would add that the Railway Budget is not disappointing altogether. It is appreciable to note that Shri Suresh Prabhuji has taken steps to consolidate all previous Budget announcements and commitments, prioritizing the same and to implement them in a time bound manner. I would like to congratulate the hon. Railway Minister on taking this initiative rather than discarding all previous commitments.

Madam Speaker, I feel that the present Railway Budget is rather a Perspective Plan for the Indian Railways for the next few years. It is not clear as to how many years it would take, which I hope, the hon. Minister would be explaining to us. The initiative to consolidate the position of the Indian Railways in terms of growth and development of the nation is commendable.

Madam Speaker, as I already told, the Railway Budget should be the reflection of the aspirations of the people, we the people of Kerala are cherishing certain demands for quite sometime. The growth of railway infrastructure in Kerala is waiting for long. We want to make it vibrant with dedicated people and infrastructure. That is why we are demanding a Railway Zone for the State of Kerala. Almost all the major States in India have

a separate Railway Zone but Kerala is an exception. Hence I would request the hon. Railway Minister to fulfill this long pending demand of the people of Kerala for setting up a separate Railway Zone there.

Madam Speaker, an announcement was made in the previous Budget to set up a Rail Coach Factory in Palakkad and to set up a Rail Wagon Factory in Cherthala. But both the projects are yet to start. They are on papers only. I would, therefore, request the hon. Railway Minister to immediately start these two projects, which are very important for the State of Kerala.

Madam, everything in the Railways is centralized. Though we have very senior level officers with officials sitting in various zones, yet Divisions do not have any power to procure resources and decide implementation. Decentralized decision-making can speed up development of the Indian Railways. In this connection, the steps taken by Shri Suresh Prabhuji, especially to appoint the Sreedharan Committee are highly commendable. The Report submitted by the Sreedharan Committee should be implemented immediately so that the processes and procedures in the Railways can be decentralized and vibrancy can be brought in.

Madam, corruption at higher places in the Railways is mainly due to the centralization of power. By implementing the recommendation of the Sreedharan Committee, corruption at higher places can be reduced; and transparency in governance can be ensured. I would congratulate the hon. Railway Minister for taking this step of formation of the Sreedharan Committee seeking its recommendations.

Madam Speaker, among the higher officers of the Railway, there is no officer belonging to the Scheduled Caste and Scheduled Tribe category there. So far, no person belonging to the Scheduled Caste or Scheduled Tribe category is appointed there as Divisional Railway Manager or General Manager or other higher official. So, the untouchability is still there in the Railways at the level of higher posts like General Manager, Divisional Railway Manager and Member of the Railway Board. Therefore, I would like to request Minister to seriously consider the representation of Scheduled Castes and Scheduled Tribes officials in the Railway Board as well as the General Managers and Divisional Managers in the Zonal Railways.

Madam, Chengannur which comes in my constituency is a gateway to Sabarimalai. There are lakhs and lakhs of Ayyappa devotees coming to Chengannur Railway Station. But this Railway Station, as far as the passenger amenities are concerned are very poor. The Chengannur Railway Station is considered as second to Tirupati. Therefore, the Chengannur Railway Station should be declared as a pilgrim station and it may be upgraded to the international standards.

Madam, I had a request for a new train from my area. I had proposed a Rajdhani Express from New Delhi to Trivandrum via Agra, Bhopal, Nagpur, Vijaywada, Palakkad and Kottayam. We do not have any Rajdhani express. We have only Rajdhani express which is going via Konkan line. That is not benefiting us. I would like to request through you, Madam, to start one Rajdhani express from New Delhi to Trivandrum via Kerala express route. There is a heavy rush in Kerala express route. I hope that hon. Minister will give relief by announcing Rajdhani express.

Madam, I am not going into the details of doubling the Railway line. No new train was introduced from Kayankulam to Ernakulam via Alleppey and Chengannur to Ernakulam via Kottayam because there is a lot of congestion. New trains can be started if the doubling of lanes are completed within the time frame.

I also want to talk about gauge conversion. From Punalur to Shenkottai, the gauge conversion has not yet completed. Therefore, I would like to request hon. Minister for an early completion of gauge conversion work from Punalur to Shenkottai.

The Government of Kerala has submitted a proposal before the Railway Ministry to start a suburban train from Trivandrum to Chengannur. So far, the Ministry of Railways has not responded. Hon. Chief Minister came and met hon. Railway Minister and they had a detailed discussion about the Railway projects in Kerala. Our hon. Chief Minister is also very much happy about that meeting and he is expecting that hon. Railway Minister will announce some projects for Kerala. We are waiting for the response from the hon. Railway Minister.

With these words, I would like to request hon. Railway Minister to seriously consider the projects in Kerala because Kerala is a long distant State. We are suffering a lot. The hon. Minister is fully aware about the State of Kerala. Therefore, I would like the hon. Minister to seriously consider the long pending demands of the State of Kerala.

Thank you Madam.

SHRI C. GOPALAKRISHNAN (NILGIRIS): Thank you Madam.

I thank my dynamic leader Puratchi Thalaivi Amma for enabling me to speak on the Railway Budget.

The Railway Minister has presented a unique Budget. Not a single train has been announced by the Minister. Though it is a good effort to complete on-going projects, it is also the duty of the Minister to see the present Members of Parliament because the on-going projects were introduced by the earlier UPA Government. We are the first timers. Our demand for introduction of new trains has not been properly attended to by the Minister.

The hon. Minister has consulted various organizations. We also brought many business group chamber of commerce of our State for fresh demand introducing new trains. But the Budget presented by the Minister has not reflected such items.

The hon. Minister has not increased the Railway fare this time. Thank you for that. However, he has increased the rate on many items without the notice of the general public. There is 100 per cent increase in the platform ticket from Rs.5 to Rs.10. Sometimes, the fare for travel is less than the cost of the platform ticket.

The Prime Minister has asked the Government to be transparent in all matters but the Railways has increased the Internet reservation charges marginally.

This Government introduced a slew of measures but it is not in a position to implement them. Railneer was introduced to bring down the rate of other mineral waters on trains and at the railway stations. But it is a fact that no railneer is available on trains and at railway stations. There is some understanding among the vendors not to sell the railneer. The Minister has to take note of this matter.

Hon. Speaker Madam, today also a scam appeared in the newspaper regarding freight operations in the railways. The CBI raided all over India. It turns out to be a scam of Rs.4,000 crore. This is the first scam of the present Government after it has taken over the charge nearly one year back.

Hon. Madam, the Southern Railway is the most earning railway in the country. Even Salem Division earns more profit after a short span of its functioning. But facilities are not provided well in the Southern Railway, especially in Tamil Nadu. The trains are overflowing. There is no adequate train from Chennai to Coimbatore, Madurai, Kanyakumari, Thanjavur and to other places.

I request the Minister to introduce a new train from Chennai to Mettupalayam. Till its introduction, the Cheran Express may be extended up to Mettupalayam with additional coaches.

I also request the hon. Minister to introduce summer special trains from Chennai to Coimbatore, Madurai, Thirunelveli and Kanyakumari from April to June. I think the Minister will accept this demand immediately.

The railway hospitals, particularly in Tamil Nadu are in pathetic condition. Dialysis facility is not there in Chennai railway hospital. It is reported that deaths have occurred in this hospital due to non-availability of dialysis facility. The Minister should take steps to improve the service of hospital facilities.

Promotion to staff in the Southern Railway is getting delayed, especially, in the sports quota, the management is not taking care of the original seniority. In the instant case in ICF, Chennai, the sports quota was filled up by the Chief Personnel Officer with people from the State where he belongs to.

Hon. Speaker Madam, on the blessing of my leader, *Amma*, I make an important and fruitful appeal to the Railways to connect Mettupalayam with Chennai *via* Sathyamangalam, Gopichettipalayam, Cithod and Erode to fulfil the genuine demand of the people of the western Tamil Nadu. Mettupalayam is about 55 kilometres from Ooty which is the capital of Nilgiri district and a well known tourist centre. It is also the most popular destination of the Indian cinema industry. The tourists and the local people coming to or going from Ooty have to alight at Mettupalayam and continue their further journey. Mettupalayam lies deep in the Kongu region and it does not have rail connectivity to Erode *via* Sathyamangalam, Gopichettipalayam and Cithod.

Hon. Speaker Madam, with your permission I would like to point out to the hon. Minister of Railways that some railway projects are pending in our Deputy Speaker's parliamentary constituency in Karur. Construction of two road-under-bridges, one Kolathupalayam and another at Pasupathypalayam, has been pending for more than a decade. *Makkal Mudalvar* Dr. *Puratchi Thalaivi Amma* had made an announcement in the Assembly in 2014 itself with regard to the sanction of Rs.6.70 crore for the road-under-bridge project at Kolathupalayam and Rs.6.50 crore for the road-under-bridge project at Pasupathypalayam. Even though the Government of Tamil Nadu with very limited resources available to it, had allocated money, the estimates for these projects have not been prepared and made available to the Railway Ministry. Many written and personal requests have been made to the railway authorities but no progress is made in respect of these two vital projects which have been pending for more than 10 years.

Similarly, there is another new road-under-bridge project that has been sanctioned at Pudhu Kolathupalayam on the Karur-Salem railway line. This is also being delayed for want of estimates from the Railways. I would like to request that estimates for these projects may kindly be prepared and sent so that they could be implemented without further delay.

Hence I urge upon the Government to take necessary steps on all the demands that I have made. Thank you.

*__श्रीमती कृष्णा राज (शाहजहाँपुर):__ मैं माननीय रेल मंत्री जी को कहना चाहती हूं कि भारतीय रेल हमारे देश की जीवन रेखा और राष्ट्र का गौरव है। सामाजिक, आर्थिक विकास में अपनी प्रमुख भूमिका के साथ ये आधुनिक भारत का अनूठा समन्वय है। भारतीय रेल विश्व की वृहत्तम परिवहन के साथ-साथ एक सूत्र में बांधकर संजोए रखने की सर्वोत्तम कड़ी है।

माननीय प्रधानमंत्री और माननीय रेल मंत्री जी के कुशल नेतृत्व में देश की नीतिगत योजनाओं से देश की जनता को भरपूर लाभ मिलेगा।

संविधान की धारा 112 के अंतर्गत प्रत्येक वित्तीय वर्ष 1 अप्रैल से 31 मार्च तक चलता है, उसका विवरण (आमदनी और व्यय) संसद में प्रस्तुत करना होता है। इसे बजट विवरण कहते हैं।

वर्ष 2013-14 में 18 प्रतिशत अर्थात् 36,532 करोड़ रूपए से बढ़कर बजट 43,002 करोड़ रूपए होने की आशा है, जोकि भारत सरकार की अच्छी नीतियों का परिणाम है, जिससे यात्रियों को मिलने वाली सुविधाओं में वृद्धि होगी। रेलवे द्वारा यात्रियों के लिए लागू की गई अग्रिम आरक्षण 60 दिन से बढ़ाकर 120 दिन कियाजाना भी एक सराहनीय कदम है, जिससे यात्रियों को सुविधा होने के साथ-साथ रेलवे को 50 हज़ार करोड़ रूपए की आय होने की संभावना है, जो कि एक अच्छा कदम साबित होगा। रेलवे की आय में माल ढुलाई की एक अहम भूमिका होती है। पिछले दो वर्षों में माल भाड़ा ढुलाई में 5 प्रतिशत की वृद्धि दर्ज की गई है।

वर्ष 2015-16 हेतु रेल मंत्रालय की वार्षिक योजना का बजट 1,00,011 करोड़ रूपए रखा गया है, जो संशोधित अनुमान 2014-15 की तुलना में कुल योजना में 52 प्रतिशत की वृद्धि को दर्शाता है। इसी प्रकार पूंजी सहायता में 33 प्रतिशत की वृद्धि और आंतरिक संसाधनों में 8 प्रतिशत की वृद्धि दर्शाता है।

2015-16 हेतु इस योजना में निम्नलिखित को प्रोत्साहन देने की मांग की गई है, जो इस प्रकार है:- (1). यात्रा को बेहतर बनाना; (2). स्टेशन का पुनःविकास; (3). क्षमता का संवर्द्धन; (4). विकास में भागीदारी; (5). पूबंधन पूक्रिया और पूणालियों में सुधार; (6). संसाधनों का जुटाना; तथा (7). पारदर्शिता और सुशासन संबंधी पहल।

मैं कुछ महत्वपूर्ण समस्याओं की ओर रेल मंत्री जी का ध्यान आकर्षित करना चाहूंगी। जैसे-जैसे अर्थव्यवस्था का विकास होगा, भारतीय रेल को अनेक चुनौतियों का सामना करना होगा, जिसके समाधान हेतु माल क्षेत्रों को भी सुदृढ़ करने की आवश्यकता होगी। माल डिब्बों एवं सवारी डिब्बों के निमार्ण हेतु कारखानों की क्षमता को बढ़ाने की आवश्यकता होगी। इस संदर्भ में मेरा व्यक्तिगत सुझाव है कि रेलवे की खाली पड़ी ज़मीनों का सदुपयोग किया जाए। जैसे विश्वविद्यालय/महाविद्यालय, समुदाय भवन का निर्माण, जिससे रेलवे को अतिरिक्त राजस्व प्राप्त हो और बेहतर प्रशिक्षण पश्चात् रोज़गार प्राप्त हो सके।

मैं कुछ मांगों की ओर रेल मंत्री जी का ध्यान आकृष्ट करना चाहूंगी- मुरादाबाद मंडल में भूमिगत समपार पथों (क्रॉसिंग) के बदले भूमिगत पार पथ में आर्टिकल संख्या (441/45) ऊपरी सड़क/निचले सड़क पुल उत्तर रेलवे के मुरादाबाद मंडल में 27 में से दो पार पथ के अंतर्गत गोविंद गंज पार पथ (अंडरग्राउंड) ब्रिज बनाया जाए। रेलवे पार पथ पर अंडरग्राउंड ब्रिज, ओवर ब्रिज बनाने हेतु मुरादाबाद मंडल में 27 रेल मार्ग स्वीकृति किए हैं। 1.तिलहर क्रॉसिंग से निगोही मार्ग; 2. कटरा से खुदागंज क्रॉसिंग; 3. एन.एच. 24 पर जमुही-निगौना मार्ग पर रेल पार पथ ओवर ब्रिज अति आवश्यक है। साथ ही, 4.बन्थरा इंडियर ऑयल डिपो के क्रॉसिंग पर अंडरब्रिज/ओवर ब्रिज बनाए जाए। इन ओवर ब्रिजों के बनने से वहां की आबादी को बहुत ही सुगम मार्ग मिलेगा और रिक्शा, साईकिल व तांगा चलाने वालों को सुविधा होगी और आमजन की सुरक्षा भी होगी और सरलता भी रहेगी।

मेरे संसदीय क्षेत्र में रोजा-सीतापुर केंट-बुढ़वल डबल लाइन 178 किलोमीटर की स्वीकृति पर हार्दिक बधाई देती हूं। शाहजहांपुर से पीलीभीत बड़ी लाइन कार्य प्रारंभ हुआ है, धन्यवाद देती हैं।

ग्वालियर-शाहजहांपुर के रेलमार्ग 330 किलोमीटर पर 12 हज़ार 8 सौ 70 करोड़ रूपए की स्वीकृति के लिए भी आपको बधाई देती हूं। आप शीघ्र मूर्त रूप देने की कृपा करें। साथ ही, फरूर्खाबाद से मैलानी पूर्ण सर्वे कराकर धन स्वीकृत करने की कृपा करें।

मेरा रेल मंत्री जी से विनम्र आग्रह है कि मेरे संसदीय क्षेत्र में रेलवे की सैंकड़ों एकड़ खाली पड़ी जमीन पर स्वतंत्रता सेनानी, काकोरी काण्ड के नायक ठाकुर रोशन सिंह, पं. रामप्रसाद बिस्मिल और अशफाक उल्लाह खान, जिनकी मातृभूमि जिला शाहजहांपुर हैं, की स्मृति मे शहीद स्मारक बनाया जाए, जिससे देश मे पर्यटन को बढ़ावा मिले व रेलवे के राजस्व में वृद्धि हो।

अंत में, मैं माननीय रेल मंत्री जी से आग्रह करती हूं कि रेलवे द्वारा बेहतर से बेहतर सुविधाएं यात्रियों को प्रदान की जायें और मैं रेलवे की अनुदान मांगों को पारित करने की सिफारिश करती हैं।

*SHRI ARJUN RAM MEGHWAL (BIKANER): I want to lay the following. Please permit me.

Anoop Garh to Bikaner New Railway Line should be included in the forthcoming Railway's Development Announcement. It is the recommendation of Army also.

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* Speech was laid on the Table

DR. MAMTAZ SANGHAMITA (BARDHMAN DURGAPUR): Hon. Speaker Madam, thank you for allowing me a few minutes to speak on the Demands for Grants of the Railways.पहले तो मैं यह बताऊंगी कि ऑनरेबल मिनिस्टर प्रभु जी ने हम लोगों को बहुत सुनहरे सपने दिखाए like Bullet Train, PPP model of having Model Adarsh Platforms, facilities and many other things. लेकिन कोई भी सपना पूरा होने के लिए मेरे ख्याल से आज के जमाने में वैज्ञानिक दृष्टिकोण से विचार करना और उसकी फीजिबिलिटी को देखना चाहिए। मेरे ख्याल से इस बजट में वह नहीं है। इससे ज्यादा हिंदी मुझे नहीं आती है।

We all know that Indian Railways is the biggest organisation in the world; catering to millions of people; and it is related to the Indian economy. So, we want a speedy, frequent, pleasant and safe journey, which will also be economically fruitful and good for public life.

The plans are okay, but we find, especially, from some Committee Reports and Rakesh Mohan Committee's Report that Indian Railways is at the verge of running out of funds. Once upon a time, Railways used to be the biggest organisation and the richest organisation of all the organisations of the Indian Government. But now why is it a sad affair in Indian Railways? Firstly, I think that our Minister and we all should find out about it.

Secondly, to make the plans feasible, we need an increase in Railway tracks and improvement of Railway tracks and that is the most important thing. We find from my previous Spokeperson on the Budget that about 1,15,000 kms. of Railway line is to be looked after, and further more are to be innovated or established along with 45,000 kms. each year that needs replacement. Firstly, we have to find out about these things before we find out whether we can run Bullet Trains.

Why am I saying this? I am from West Bengal, and about 5-6 trains per day are running from Sealdah, Howrah and Kolkata to Delhi among which there are two Rajdhanis and one Duranto Express, which run on the same track with about 30 minutes to one hour gap between them. How can it run on the same speed where it is scheduled to be 120 kms. when three trains are running and the track is a single? So, it can never be speedy, and we cannot run a Bullet Train in this manner. The hon. Railway Minister has to find out a way for it.

स्पीकर मैडम, मैं आपके माध्यम से यह बताना चाहती हूं। Where from will this huge amount come? This would be the first task, that is, to look for it, especially, in areas where more passengers are there, especially, in the Eastern Zone like Bengal, Jharkhand, Bihar and Odisha. They are all thickly populated, and इसमें शिल्पांचल भी है, इसमें कृषि क्षेत्र भी है and all the people are coming in for public transport whether it is small businessmen or big businessmen daily service passengers. Perhaps, it needs new tracks or parallel tracks to be commissioned and that aspect should be thought first. Further, if possible, double-decker trains should be introduced in the local routes or in the long-distance journey trains. If it is done, there will not be any dearth of seats for the passengers.

The freight corridors are the most important thing because when these freight corridors are developed, it will help in speeding up the service on other tracks. From the business point of view, when there are separate freight corridors, it will become an important mode of transport, and economically it will be fruitful for our country.

Another point is about the medical tourism, which includes domestic as well as international passengers from countries like Paskitan, Bangladesh, Bhutan and so on. It is in vogue under the present day scenario. In these sort of trains, which run between Kolkata, Chennai, Delhi, Mumbai and so on, there should be a special provision or a special seat or berth for the patients. They can be charged a little bit more so that patients from intra-State and international countries can travel safely and comfortably.

When our Chief Minister was heading the Railway Ministry, she had introduced low-cost monthly passes for the poor people, especially for the vendors. That kind of a monthly pass should again be introduced, though not at that low- cost and you can charge a little bit more depending on the need. From our State side, there are two or three points.

HON. SPEAKER: You will have to raise only one point and not two or three points.

DR. MAMTAZ SANGHAMITA: In Tatkal, there is no facility for the senior citizens, which should be introduced now. There is no toilet facility in purulia Burdhman local train (Journey time 3 Â½ hrs.). There should be a provision of toilet at least in ladies compartment. Same thing is noted in Gomo Howrah local train. (6 Â½ hrs Journey). Train from Dhanbad to Asansol should be extended via Durgapur to Howrah. Revival of Chittaranjan locomotive at Bardhman district is required. Thank you.

*SHRI S.P. MUDDAHANUME GOWDA (TUMKUR) : Hon. Railway Minister has not announced any new railway lines in the Budget which enables the Indian Railways to speed up the facilities to the passengers of the Indian Railways. There is growing need in the various parts of the country for railway facilities by establishing new railway lines which the hon. Railway Minister should have done. This is one of the serious lapses in the Railway Budget presented for this year.

The Union Government should not depend much upon the constributions from the State Governments with regard to railway projects and also with regard to acquisition of land. Though acquisition of land is the responsibilty of the State Government, the state governments should not be asked to contribute 50% of the total cost of the project as that will cause more burden to the State Governments and consequently the projects are not implemented. As such, the Government of India should take more interest in providing financial stability from the Union Government itself.

I congratulate the hon. Railway Minister, Shri Suresh Prabhuji, for having announced doubling of Tumkur-Arasikere railway line in Karnataka which is 96 km in length. But, unfortunately, very meager amount of Rs.22 crores is earmarked for this in the year 2015-16. This is a very important railway line. Lots of trains are running in between and it connects very important places in Karnataka. Hence, I urge upon the hon. Railway Minister to provide more funds in the future to enable this doubling work completed as early as possible and thereby easing out the pressure of running of trains in between.

So far as the doubling work of Tumkur-Arasikere railway line is concerned, much expectation is there from the people of Karnataka state in general and Tumkur district in particular, for immediate implementation of this scheme because this line covers major portions of the Karnataka state. Lot of railway properties are encroached upon by the land grabbers. Most valuable properties are unauthorizedly and illegally occupied by many miscreants of the society. The Railway Ministry should initiate action as a pilot project to regain the properties which are under the unauthorized occupation of land grabbers.

The hon. Railway Minister has also continued the new railway line proposed between Tumkur-Davangere via Chitradurga and Tumkur-Rayadurga in Karnataka. The amount earmarked for these new railway lines is also considerably less. By this amount, it is very difficult to complete these new railways lines within the time-limit. Hence, I urge upon the hon. Railway Minister to provide more funds to enable completion of these new railway lines since these lines are connecting very important places in Karnataka which are very backward and needs rail facility for improvement of economic conditions of the people.

The amount given for ROBs and RUBs in my Tumkur Parliamentary Constituency which are to be taken up between Tumkur and Arasikere is also not sufficient. Still there are many over bridges and under passes to be taken up in this line. I request the hon. Railway Minister to consider these ROBs and RUBs also.

* **SHRI R.K. BHARATHI MOHAN (MAYILADUTHURAI) :** I wish to draw your kind attention of the Government to the fact that in Mayiladuthurai parliamentary constituency, railway line between Mayiladuthurai junction and Tharangampadi town which existed for 100 years was closed and the land lying intact without use and railway stations also exist and they are now fit and ready for laying broad gauge lines in which event, there would be great improvement in trade activity and passengers population would be saved of circuitous route. This Tharangampadi railway station is twenty nine kilometers away from Mayiladuthurai.

Now, Tharangampadi is developed as a miniport by the state government and it will be the second biggest miniport in Tamil Nadu. The railway department also has to lend its share in developing this town by bringing railway facilities. For this the railway department need not allot funds for land acquisition. Since, there existed a meter gauge railway line, railway has to allot funds for laying of broad gauge rails only. Cost wise, this laying of lines would be cheaper than other lines as there is railway land lying vacant and unused.

Whenever this demand has been raised in the zonal meetings, the General Manager, Southern Railway used to give reply that "survey report for the reconnaissance engineering cum traffic survey for a new BG line for Mayiladuthurai-Thirukadaiyur-Tharangampadi-Thirunallar-Karaikal at a cost of Rs.186.01 crores was sent to railway board on 31.01.2007. Railway board has desired to keep pending of the project vide letter dated 24.11.2011.

But, what is urgently required is only laying of broad gauge rails from Mayiladuthurai to Tharangampadi which is barely twenty nine kms. No huge financial allotment is required for this. Further, much talked about Karaikal is only ten kilo meters from Tharangampadi. Later the lines may be extended upto Karaikal after land acquisition. Already there is railway line from Karaikal to Nagapattinam and from Nagapattinam passengers would reach Chennai via Tharangampadi-Mayiladuthurai, saving 50 kms.

I, therefore, request that the demand for converting Mayiladuthurai to Tharangampadi meter gauge railway line into broad gauge may kindly be considered on a priority basis since it would be beneficial to about 20 lakhs of people in Nagappatinam district within which my Mayiladuthurai constituency falls.

* **SHRI B.N. CHANDRAPPA (CHITRADURAGA)** : I would like to point out that before the Railway Budget, people had lots of expectations that the passenger fares would be reduced. But I am sorry to say that the Railway Minister has not reduced the passenger fares despite the fact that the global oil prices have come down drastically. This move of the Railway Minister has disappointed the people of this country and especially the common man who are travelling on a regular basis. This is a clear indication that the NDA Government is not for the poor people. It is also clear that the Modi-Government does not want to take any pro-people measures. They only talk about being pro-people but in actual practice, they are not at all bothered about the common people.

With regard to Chitradurga-Bengaluru railway line, there is a need to expedite the work on this railway line. If the work between Chitradurga, Tumkur and Davangere is completed, it would reduce the travel time on this route. Therefore, I would request the hon. Railway Minister to issue necessary instructions to expedite the work on this railway line.

Another point I would like to state is that the hon. Railway Minister has indicated that he would like to engage States as partners in projects. States like Karnataka, Jharkhand and West Bengal etc. are making contributions upto 50% of the project cost for the development of railway projects. I would like to suggest that the railways can only depend on states for one or two small projects. It is not possible for the States to contribute for major railway projects. The Government of Karnataka has submitted a representation to provide 100% funds to take up railway projects in the state. I request the hon. Railway Minister to look into it and take step to provide entire project costs to states for completion of railway projects.

There are reports on Railway unions opposing FDI in Railways. I would like to say that the Indian Railways is a symbol of national integration. Whatever steps taken by the government should help Railways to improve its business and uphold the national integration. I do hope the Minister will not privatize it through back door.

Indian railway is the prime mover of our country and is considered as soul of Indian economy. I welcome the stand taken by hon. Minister to improve the running capacity of trains on the existing high density network. He also promises that emphasis would be on gauge conversion, doubling, tripling and electrification. At the same time, hon. Minister should ensure that the promises he made should not remain only on paper.

I also welcome the announcement of a special initiative for disabled travelers to concessional e-ticketing after one time registration. I also appreciate the steps to increase the number of coaches from the existing 24 to 26 coaches in identified trains. Passenger security in railways should be increased to prevent incidents of robberies and dacoity in railways. It is very unfortunate that recently a Minister of Madhya Pradesh government and his family were attacked by dacoits on the running train. I condemn the incident and urge the Railways to take steps to strengthen the security in trains and railway stations to help passengers to take up their journey peacefully.

With these words, I conclude my speech.

*SHRI THANGSO BAITE (OUTER MANIPUR): In my simple observation, the Railway Budget cannot be termed as a National Budget because it cannot link or cover all the States of India and also it has no reason to show how it will cover all the States. The Railway Ministry shows the weakness of our nation as its actions appear like business - like and not the public service of the nation.

Railways, it is said or claimed is our national wealth and should be shown. If the Railway Budget contains only the national policies what are the concrete and specific problems of the Ministries towards the unconnected States, and actions initiated? For the last 65 years we have assured of coverage only in planning not in action.

The Railway line construction between Jiri - Imphal is nearly 100 kms., that started in 2006 but till date even 50% of it has not been completed as such what will be the impression of the people towards our Government's irregularities and on following party lines? It creates a wrong impression of the Government on the people, and shows its weakness. I am not objecting to the Railway Ministry to introduce rails of different categories, namely Bullet Train, Super Fast AC Trains, and Luxury Trains etc., it is however felt that some States are looking for rail connections. I request the Railway Ministry to allocate funds and rail facilities at least in equal proportions and towards the people.

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* Speech was laid on the Table

***श्री सुनील कुमार सिंह (चतरा) :** मैं रेलवे की माँगों का समर्थन करते हुए रेल मंत्री श्री सुरेश प्रभु और रेल राज्य मंत्री श्री मनोज सिन्हा जी को रेलवे के सुधार का ऐतिहासिक खाका पेश करने के लिए बधाई देता हूँ। पहली बार प्रौद्योगिकी उन्नयन और रेलवे के आधुनिकीकरण के लिए एक ठोस दृष्टि अपनाई गई है। रेलवे को भारतीय अर्थव्यवस्था का प्रमुख संचालक और भारत की प्रगति में प्रमुख भूमिका निभाने का एक स्पष्ट खाका प्रस्तुत किया है। भारतीय रेलवे ने तरक्की के लिए एक दूरगामी योजना बनाई है। पर भारतीय रेलवे की तरक्की के लिए योजना बनाने में सबसे बड़ी दिक्कत यह है कि पिछले कुछ समय में भारतीय रेलवे बहुत पिछड़ गई है। उसका बुनियादी ढाँचा जितना विकसित होना चाहिए था, उससे बहुत कम विकसित हुआ है। रेलवे का नेटवर्क का विस्तार के लिए लगभग 8.5 लाख करोड़ रूपये खर्च किये जाएंगे। आजादी के बाद भारत ने जहाँ कुल 11000 किलोमीटर रेलवे लाईन बिछाई है वहीं इस अवधि में चीन ने 80000 किलोमीटर बिछाया है।

जब हम पूर्ववर्ती सरकारों के रेलवे बजट और कार्यकलापों की समीक्षा करते हैं तो स्थिति निराशाजनक और दिशाहीन पाते हैं। पिछली सरकारों ने रेलवे को लोकलुभावन घोषणाओं का माध्यम मानते हुए अनेकों नई ट्रेनों के परिचालन की घोषणा बिना क्षमता के आकलन के कर दिया। रेलवे के कोष का उपयोग राजनीतिक दृष्टि से महत्वपूर्ण क्षेत्रों में रेल सुविधा और कारखानों को स्थापित करने के लिए किया जबकि ये योजनाओं व्यावसायिक और आर्थिक रूप रेलवे और देश के हित में नही था। पूर्ववर्ती सरकारों की घोषणा भारतीय रेलवे की आवश्यकताओं के अनुरूप न होकर वोट बैंक पॉलिटिक्स और दबाव समूह (प्रेशर ग्रुप) के शक्ति और घटक दलों के शक्ति के अनुरूप होता था।

भारतीय रेलवे की रूट के लंबाई का वृद्धि दर पिछले 25 वर्षों में मात्र 5 प्रतिशत रहा है वहीं चीन ने 32 प्रतिशत की दर से वृद्धि किया है। सीमावर्ती क्षेत्रों, उत्तर-पूर्व राज्यों और पिछड़े क्षेत्रों में विस्तार

तो नगण्य रहा है। पिछले 30 वर्षों में 676 घोषित योजनाओं में मात्र 317 ही पूरा हो पाया है। बाकी 359 प्रोजेक्टस को पूरा करने के लिए 1,82,000 करोड़ रूपये की जरूरत पड़ेगी। पिछली सरकारों के कार्य पूरा करने का दर 50 प्रतिशत से भी कम है। माल-ढुलाई का प्रतिशत 1987 में 65 प्रतिशत था जो अब मात्र 30 प्रतिशत ही है। पीपीपी (परचेजिंग पावर पैरिटी) के आधार पर भारतीय रेल का मालभाड़ा दुनिया में सबसे अधिक है।

2004-05 से 2014-15 के अंतरिम रेल बजट के दौरान श्री लालू प्रसाद यादव, सुश्री ममता बनर्जी, श्री दिनेश त्रिवेदी, श्री पवन कुमार बंसल और श्री मल्लिकार्जुन खड़गे रेल मंत्री रहे हैं। इन सबों ने अपने कार्यकाल में नई रेलवे लाईन, डबलिंग और गेज कनवर्जन सहित 279 की घोषणा की। वहीं इन्होंने 834 रेल सर्वे और 776 नई ट्रेनों की घोषणा की। इन पर कितना अमल हुआ यह रेल मंत्री जी को सदन में बताना चाहिए। श्री लालू प्रसाद यादव ने 2006-07 का रेल बजट रखते हुए पब्लिक पार्टनरशिप और पब्लिक प्राईवेट पार्टनरशिप (पीपीपी) स्कीम्स के समर्थन में कहा था, "

एक कदम हम बढ़े, एक कदम तुम,

आओ मिलकर नाप ले, फासलें चाँद तक ।।

अब उनके दल की नीति में क्यों परिवर्तन हो गया ? क्या उसके कार्यकाल में राँची और पुरी स्थित रेलवे के होटर जो अत्यंत महत्वपूर्ण में पटना के होटल व्यवसायी को नहीं दे दिया गया ?

श्रीमान मल्लिकार्जुन खड़गे जी ने 2014-15 का रेल बजट सदन में रखते हुए कहा कि

" सादिक हूँ अपने कौल में गालिब खुदा गवाह।

लिखता हूँ सच कि झूठ की आदत नहीं भूलें ।।"

पर विपदा में बैठते ही सच भूल गये कि उन्होंने उसी बजट में रेल टैरिफ ऑथोरिटी की स्थापना करते हुए क्या कहा था ? उन्होंने तो चिलमन में ही आग लगा देने का दावा किया था -

" कभी चिलमन से वो झांके , कभी चिलमन से हम झांके।

लगा दो आग चिलमन में, न वो झांके , न हम झांके ।। "

इन्हीं घोषणावीर रेल मंत्रियों के कारण देश में एक वक्त " रेल बजट " के औचित्य पर सवाल खड़ा हो गया था। इस बार के बजट ने फिर से रेलवे के प्रति आशा और विश्वास उत्पन्न किया है। रेलवे ने लक्ष्य प्राप्ति के लिए 5 सूत्री कार्य निष्पादन योजना बनाया है। जिसमें मध्यावधि योजना के अंतर्गत 2015 से 2019 तक के लिए प्रस्तावित निवेश योना के तहत 8,56,020 करोड़ रूपये की महत्वाकांक्षी और दूरगामी परिणाम वाली योजना बनाई गई है। इसमें साथ नई साझेदारी बनाने, अतिरिक्त संसाधन जुटाने, पूबंधन पद्धतियों, पूणालियों, पूक्रियाओं में सुधार करने और मानव संसाधनों को समर्थ बनाने और पूशासन व्यवस्था तथा पारदर्शिता के मानक स्थापित करने पर जोर दिया गया है। योजना परिव्यय में 1,00,011 करोड़ रूपये के पूस्ताव है जो 52 पूतिशत की वृद्धि है। यात्री सुविधाओं के आवंटन में 67 औ की वृद्धि हुई है। 9400 किलोमीटर के दोहरीकरण, तिहरीकरण और चौहरीकरण को 77 नई परियोजनाएं पूस्तावित है। स्वच्छ रेल-स्वच्छ भारत अभियान के अंतर्गत स्टेशनों और गाड़ियों को सफ रखने के लिए नया विभाग बनाया गया है। आदर्श स्टेशन योजना के दायरे में 200 अतिरिक्त स्टेशन लाने के पूस्ताव साथ ही स्टेशनों को वाई-फाई सुविधा युक्त बनाया जायेगा। भारतीय रेल ने बाजार से 17,655 करोड़ रूपये इकट्ठा करने का लक्ष्य अपने दो कंपनियों इंडियन रेलवेज फाइनेंस कॉरपोरेशन (आई आर एफ सी) और रेल विकास निगम लिमिटेड के माध्यम से रखा है।

इस तरह से 2015-16 का रेल बजट पूर्वाग्रह मुक्त, व्यवहारिक और संतुलित है। यह दूरगामी परिणामवाला रेल की योजना है। इस दृष्टि रेलवे द्वारा पूस्तुत अनुदान की माँगों को सटीक और अवश्य मानना होगा। यह रेलवे के कायाकल्प के लिए आवश्यक है।

अतः में मैं माननीय रेल मंत्री जी से आग्रह करूँगा मेरा लोक सभा क्षेत्र चतरा पर विशेष ध्यान देने की जरूरत है। क्योंकि यहाँ रेलवे की बरवाडीह-चिरीमीरी परियोजना 85 वर्षों से चल रही है जो आज तक पूरा नहीं हो पाया है। इस योजना से देश का भी हित होगा। इसके बनवे से कोलकाता और मुंबई के बीच की दूरी 400 किलोमीटर कम हो जायेगी।

पूर्व रेल मंत्री श्री डी.वी. सदानंद गौड़ा जी द्वारा दिनांक 17 व 18 अक्टूबर, 2014 को अपने दो दिवसीय रांची और चतरा (झारखण्ड) पूवास के दौरान की गई घोषणाओं की ओर मैं आपका ध्यान आकर्षित करना चाहता हूँ-

1. बरवाडीह-चिरमिरी रेल लाइन को शीघ्र पूरा किया जाएगा और रेल सेवा शुरू की जाएगी वर्ष 1911 में इस लाइन के लिए भूमि अधिगृहण किया गया था, यह परियोजना सौ सात से अधिक समय से लंबित है। पूर्व मध्य रेलवे महापूबंधक से एक महीने के भीतर विस्तृत रिपोर्ट करने के निर्देश दिए गए थे।

2. चतरा-गया रेल लाइन पांच वर्षों में पूरी होगी। साढ़े तीन एकड़ जमीन मुआवजा पूकरण का निपटारा किया जाएगा।

3. टोरी-चतरा रेल लाइन के सर्वे को दुहराकर आगे की कार्रवाइ की जाएगी। चतरा-टोरी रेल लाइन का दुबारा सर्वे करवाया जाएगा एवं कार्य में तेजी लाई जाएगी। पांच वर्ष के अंदर यह योजना पूरी होगी।

4. झारखंड में 97 किलोमीटर लंबी टोरी-शिवपुर (44 किलोमीटर) शिवपुर-कठौतिया (53 किलोमीटर) लाइन की वस्तुस्थिति रिपोर्ट लेकर कार्य को गति पूदान करना।

5. टोरी (चंदवा) स्टेशन के निवट राष्ट्रीय राजमार्ग के रेलवे क्रासिंग पर रेलवे ओवर ब्रिज का निर्माण कार्य वित्तीय वर्ष 2015-16 में निष्पादित होगा।

रेल मंत्री जी से आग्रह है कि उक्त घोषणाओं एवं मांगों को जनहित में अविलंब पूरा कराया जाए।

अंत में रेल मंत्री जी से आग्रह है कि राज्यवार रेलवे का विस्तार और कितनी जनसंख्या तक उसकी पहुंच है इसका आंकलन कर रेलवे सुविधा की दृष्टि से पिछड़े और जनजातीय बहुल क्षेत्र के विकास हेतु विशेष योजना बनानी चाहिए।

रेलवे का सामाजिक दायित्व है पर उसे अधिक राजस्व देने वाले रेल मंडलों की उपेक्षा नहीं करनी चाहिए। उन्हें कम से कम राष्ट्रीय औसत के अनुपात में रेल की सुविधा और विस्तार का लाभ मिलना चाहिए रेलवे के राजस्व में धनबाद, राँची, चक्रधरपुर, आद्रा और आसनसोल मंडलों का योगदान 40 प्रतिशत से अधिक है। अतः इन क्षेत्रों पर ध्यान देना चाहिए।

झारखंड की अनेक रेल परियोजनाएं वर्षों से लंबित हैं जिन्हें पूरा करने पर ध्यान देना चाहिए।

***श्रीमती अंजू बाला (मिश्रिख):** मैं माननीय रेल मंत्री जी से कहना चाहती हूं कि हमारी सरकार ने सराहनीय कदम उठाए हैं। मेरा अपना अच्छा एक्सपीरियंस है कि मैं पटना राजधानी से सफर कर रही थी। मुझे कुछ शिकायत करनी थी, तो मैंने सुझाव पुस्तिका पर लिखे नम्बर पर फोन किया तो मेरा फोन रिसीव हुआ, यह बहुत अच्छी बात है और सुधार नज़र आता है।

मेरा एक सुझाव है कि आप जो ट्रेन में कंबल उपलब्ध कराते हैं, उनमें कवर लगाए जाएं ताकि वह गंदे भी न हो और कवर जल्दी बदल भी दिए जाए, क्योंकि कंबल रोज नहीं साफ होते। इसीलिए उन पर कवर लगाए जाएं। बहुत ट्रेन ऐसी हैं, जिनमें कंबल पर कवर नहीं है। इसलिए यह सुविधाएं उपलब्ध करायी जाए। माननीय रेल मंत्री जी से कहना चाहती हूं कि जब हम मेम्बर ट्रेन में सफर करते हैं, तो हमें ट्रेन की किचन चेक करने की परमिशन मिलनी चाहिए और टिकट पर शिकायत नंबर होना चाहिए, जिससे यात्रियों को आने वाली कोई भी परेशानी हो, तो वह अपनी बात आसानी से कह सके।

अनारक्षित यात्रा करने वाले यात्रियों के लिए स्टेशन पर पाँच मिनट में टिकट मिल जाए, उन्हें घंटों लाइन में लगकर धक्का-मुक्की न करनी पड़े। जनरल सवारी डिब्बों में भी मोबाइल फोन चार्ज करने की सुविधा, बढ़िया क्वालिटी के बिस्तर उपलब्ध कराना या डिस्पोज़ल बिस्तरों की व्यवस्था करना, ऊपर वाली बर्थ पर चढ़ने के लिए सुविधाजनक सीढ़ियों की व्यवस्था ताकि बर्थ तक पहुँचने में यात्रियों को परेशानी न हो। सवारी डिब्बों में चढ़ने के लिए दरवाजों को और अधिक पैसेंजर फ्रेंडली बनाना, यात्रियों को मनपसंद खाना उपलब्ध कराना, ट्रेनों के आगमन और प्रस्थान संबंधी समय की जानकारी के लिए यात्रियों को एस.एम.एस. अलर्ट के जरिए सूचना देना, यात्रियों की दिन-रात सहायता के लिए टोल फ्री हेल्पलाइन नंबरों की शुरूआत करना, "बी" कैटेगरी के स्टेशनों पर वाई-फाई सुविधा उपलब्ध कराना, स्टेशनों पर सेल्फ ऑपरेटेड लॉकर्स की सुविधा उपलब्ध कराना, विकलांग यात्रियों के लिए भुगतान आधार पर व्हीलचेयर की ऑनलाईन बुकिंग ताकि उन्हें आने-जाने में काई असुविधा न हो, ट्रेन के अंदर साफ-सफाई और स्वच्छता का विशेष ध्यान रखना और सवारी डिब्बों में ग्रीन टॉयलेट्स की संख्या बढ़ाना, ये कुछ ऐसी बातें हैं, जो छोटी-छोटी हैं पर असाधारण हैं। जैसे हमारे जीवन में छोटी-छोटी बातें बड़ा बदलाव लाती हैं, वैसे ही इस बार रेल बजट में शामिल की गयी ये छोटी-छोटी बातें ही भारतीय रेल का कायाकल्प कर देंगी। जब भी कोई घर से बाहर निकलता है, तो सुरक्षित यात्रा उसके लिए सबसे अधिक चिंता का सबब होती है और महिलाओं के लिए तो यह और अधिक चिंता का विषय है। इसीलिए कुछ चुनिंदा गाड़ियों में, विशेषकर महिला कोचों में सुरक्षा की दृष्टि से कैमरे लगाने की पहल भी की गयी है। इसके अतिरिक्त, अहमदाबाद से मुंबई के बीच बुलेट ट्रेन चलाने तथा गाड़ियों के आपस में टकराने से बचाव के लिए चुनिंदा मार्गों पर सुरक्षा चेतावनी प्रणाली को अपनाने की पहल सहित कई अन्य पहलें भी भारतीय रेल की दिशा और दशा में सुधार लाएंगी। माननीय प्रधानमंत्री जी और रेल मंत्री जी इस बात के लिए विशेष बधाई के पात्र हैं कि उन्होंने रेल किराया बढ़ाए बिना उपरोक्त सभी सुविधाएं रेल यात्रियों को देने का निर्णय लिया है।

माननीय रेल मंत्री जी बहुत ही योग्य और समर्थ नेता हैं। उन्होंने भारतीय रेल और रेल यात्रियों के हित में कई कदम उठाये हैं। मैं उनका ध्यान अपने संसदीय निर्वाचन क्षेत्र मिश्रिख की ओर आकृष्ट करना चाहती हूँ। यहां जो रेल नेटवर्क है, उसमें विगत कई वर्षों से कोई सुधार नहीं हुआ है। हमें आपसे बहुत उम्मीदें हैं। मैं अपने क्षेत्र की जनता के हित में आपसे कुछ निवेदन करना चाहती हूँ। हमारे यहाँ संडीला और बालामऊ रेलवे स्टेशन हैं। यहाँ रेलवे ओवर ब्रिज न होने के कारण घंटों ट्रैफिक जाम रहता है। अतः संडीला और बालामऊ में रेलवे ओवर ब्रिज के प्रावधान को इसी बजट में शामिल किया जाए। मल्लावां में प्लेटफॉर्म को तत्काल अपग्रेड करने की जरूरत है। कानपुर जिला के अंतर्गत बिल्हौर रेलवे स्टेशन को भी अपग्रेड कर इसे "बी" कैटेगरी का स्टेशन घोषित किया जाए ताकि यहाँ के रेल यात्रियों के लिए सुविधाओं में बढ़ोतरी हो सके। बालामऊ रेलवे जंक्शन है, यहाँ से कई स्थानों के लिए रेलगाड़ियाँ चलती हैं, लेकिन कुछ रेलगाड़ियों का स्टॉपेज न होने के कारण यात्रियों को काफी असुविधा होती है। अतः रेल मंत्री जी से मेरा निवेदन है कि बालामऊ से गुजरने वाली नौचंदी एक्सप्रेस और मुगलसराय एक्सप्रेस को बालामऊ में भी स्टॉपेज दिया जाये। इसी तरह, कानपुर से जम्मू तक तक चलने वाली जम्मूतवी एक्सप्रेस तथा कानपुर से अमृतसर तक चलने वाली अमृतसर एक्सप्रेस को माधोगंज में स्टॉपेज दिया जाए। वर्तमान में कानपुर से सीतापुर वाया मल्लावां एक पैसेंजर ट्रेन चलती है, लेकिन इस रूट पर रेल यात्रियों की संख्या अधिक होने के कारण इसमें बहुत अधिक भीड़ रहती है। अतः इस रूट पर एक और पैसेंजर ट्रेन चलायी जाए। पूर्व में कानपुर से दिल्ली वाया मल्लावां सीतापुर एक एक्सप्रेस ट्रेन चलती थी, जिसे बंद कर दिया गया है। मेरा मंत्री जी से अनुरोध है कि इसे पुनः चलाया जाये, क्योंकि इस क्षेत्र से बड़ी संख्या में दिल्ली आने-जाने वाले यात्रियों को बहुत अधिक असुविधा का सामना करना पड़ रहा है। मैं उम्मीद करती हूं कि माननीय रेल मंत्री जी हमारी उपरोक्त मांगों का संज्ञान लेंगे।

नई दिल्ली से लखनऊ चलने वाली लखनऊ मेल और ए.सी. एक्सप्रेस जैसी ट्रेनों में पानी की व्यवस्था अभी तक नहीं है। मैं यह रेल मंत्री जी से यह निवेदन करना चाहती हूं कि कम से कम उसमें पानी की सुविधा दी जाए।

***श्री विद्युत वरन महतो (जमशेदपुर):** भारतीय रेलवे हमारी अर्थव्यवस्था की रीढ़ मानी जाती है। इसी संदर्भ में कहना चाहता हूं कि पूर्वोत्तर राज्यों के साथ झारखण्ड ही एक ऐसा राज्य है, जहाँ आज भी रेल सुविधाओं का घोर अभाव है। यहाँ पूरे देश के हर प्रांत के भिन्न-भिन्न धर्मों के लोग रोज़गार की तलाश में आते हैं और यही के होकर रह जाते हैं। जमशेदपुर झारखण्ड राज्य की औद्योगिक राजधानी होने के कारण यह एक मिनी भारत के रूप में जाना जाता है। इसी को ध्यान मे रखते हुए मैंने आपके सामने झारखण्ड एवं विशेष रूप से जमशेदपुर के लोगों की वर्षों पुरानी लंबित कुछ मांगों को पूरा करने का अनुरोध किया था, जो अधूरी हैं। व्यापक जनहित में निम्नांकित मांग इस प्रकार हैं।

(1).टाटा नगर से जयपुर तक नई सुपर फास्ट एक्सप्रेस रेल सेवा प्रारंभ की जाए। (2). पुरूषोतम एक्सप्रेस (भुवनेश्वर से नई दिल्ली) का जयपुर तक विस्तार। यह ट्रेन दिल्ली स्टेशन पर लगभग 17 घंटे खड़ी रहती है। (3). टाटानगर (झारखण्ड) से जयनगर (बिहार) वाया दरभंगा तक सीधी रेल सेवा शुरू की जाए। (4). टाटानगर से भागलपुर तक रेल सेवा का परिचालन पुनः प्रारंभ किया जाए। (5). दुरंतों एक्सप्रेस में टाटा नगर में बोर्डिंग की सुविधा अविलंब उपलब्ध करायी जाए। उल्लेखनीय है कि दुरंतों एक्सप्रेस पानी एवं भोजन के लिए यहाँ पर ठहरती है। (6). पुरूषोतम एक्सप्रेस का घाटशिला स्टेशन (पूर्वी सिंहभूम) में ठहराव किया जाए। (7). शिर्डी साइप एक्सप्रेस को सप्ताह में दो बार चलाया जाए। (8). टाटा बादाम पहाड़ एवं हल्दी पोखर के बीच शिर्डी साइप में एवं घाटशिला धलभुमगढ़ के बीच सोनाहातु में हॉल्ट दिया जाए। (9). चांडिल-पटमदा वाया बंदोवान से झाड़ग्राम (पश्चिम बंगाल) तक नई रेल लाइन के सर्वे का काम अविलंब पूरा किया जाए। (10). झारखण्ड राज्य के पूर्वी सिंहभूम जिला अंतर्गत चाकुलिया पूरखंड के बुढ़ाडामारा से बहरागोडा होते हुए बांगूरीपोसी (ओडिशा) तक नई रेल लाइन का निर्माण किया जाए। (11). कांड्रा नामकुम रेलवे लाइन का काम अविलंब शुरू किया जाए। (12). टाटा नगर से यशवंतपुर सप्ताह में चार दिन चलायी जाए। (13). टाटा नगर से बक्सर तक सीधी रेल सेवा प्रारंभ की जाए। (14). टाटा नगर से कटिहार तक नई रेल सेवा प्रांरभ की जाए। (15). टाटा नगर-पटना इंटरसिटी प्रीमियम ट्रेन की शुरूआत की जाए। (16). टाटा नगर - भागलपुर सीधी ट्रेन चलायी जाए। (17). जुगलसाई एवं चाकुलिया में आर.ओ.बी. (रेलवे ओवर ब्रिज) की प्रक्रिया पूरी हो चुकी है तथा राज्य सरकार भी सहमति दे चुकी है, का कार्य अविलंब शुरू किया जाए। (18). बड़ा गोविंदपुर से छोटा गोविंदपुर के बीच, बारीगोड़ा एवं गधड़ा के बीच तथा असनबनी स्टेशन के केबिन के पास एक-एक आर.ओ.बी. (रेलवे ओवर ब्रिज) का निर्माण अविलंब शुरू किया जाए।

सरकार से जनता को ढेर सारी अपेक्षाएंÃ¬, आकांक्षाएँ एवं उम्मीद हैं। हमें आशा ही नहीं पूर्ण विश्वास है कि हम माननीय प्रधानमंत्री जी के सक्षम, ऊर्जावान एवं कुशल नेतृत्व एवं मार्गदर्शन से एक सशक्त, सक्षम, विकसित एवं स्वर्णिम भारत का निर्माण कर पाएंगे।

* **SHRI P.R. SENTHILNATHAN (SIVAGANGA) :** On behalf of the people of my Sivaganga constituency and on behalf of AIADMK party ably led by our leader, Makkalin Mudalvar, Puratchi Thalaivi Amma, let me place on record in this august House the requirements of rail passengers.

Instead of operating as a biweekly train, considering the increased number of passengers travelling, Silambu Express (16181/16182) may be operated as a daily train.

Both at Ariyakudi Railway gate near Karaikudi Railway station and Pudhuvayal junction in Karaikudi-Pudhuvayal road, road-over-bridges or subways must be constructed.

Pallavan Express terminating at Karaikudi needs to be increased upto Manamadurai taking into account the public demand.

Rameshwaram-Coimbatore Express (16617/16618) train may be operated daily instead of being run as a weekly-train considering the ever increasing number of passengers travelling by that train.

Karaikudi-Pattukottai-Thiruvarur broad-gauge conversion work is pending for a long time. It should be geared up to ensure speedy completion.

Kamban Express which is not in operation now may be made operational through Tiruchi as a daily train to minimize the traffic congestion in the Rameshwaram-Chennai trains. This is necessary to meet the demand till Karaikudi-Pattukottai-Thiruvarur broad-gauge conversion work is completed. This will greatly avoid the inconvenience faced by the travelling public.

Even after its being approved by the Railways, the over-bridge construction work near the new entrance at the Karaikudi Railway Junction is yet to commence. The weekly Express (16861) train between Pondicherry and Kanyakumari may be operated as a daily train.

Karaikudi-Madurai (100 kms) new railway line, Karaikudi-Kanniyakumari via (Devakottai-Thiruvadanai-Ramnad) new railway line (for which survey has been completed already), Pudhukottai-Thondi via(Aalangudi-Aranthangi) new railway line, Karaikudi-Coimbatore via (Thirupathur-Singampunari-Kottampattai-Dhindugal-Palani) new railway line are all required.

The railway platform at Devakottai Railway Station has to be raised to the level of the last footstep of the train and the roof length in the platforms of Devakottai railway station be increased.

The Devakottai Railway station must be provided with proper lighting facility covering the entire platform with power backup facility. Purified drinking water facility needs to be provided.

The Railway reservation counter may be made operational for the entire day from 08.00 am to 08.00 pm. I hope in this IT era, it should be just possible.

The foot over bridge in the Karaikudi Railway station must be relocated to the middle of the platform. The 3rd and 4th platform at Karaikudi Railway Staion (KKDI) must be provided with roof. Adequate lightings must be done to cover the entire platform. Karaikudi Railway Station must be provided with escalator.

Manamadurai Railway junction must be provided with escalator as it handles number of passengers coming from Madurai, Trichy and Rameshwaram. The working time for reservation counter there must be extended from 8.00 am to 8.00 pm.

The railway platform at Chettinadu Railway Station has to be raised to the level of the last footstep of the trains. Pure drinking water facility may also be provided there. The working time for reservation counter is up to 5.00 pm and it needs to be increased.

Pudhukottai Railway Station must be fitted with escalator as more number of passengers travel in all the trains that pass through this station.

Considering the demand of the increased number of passengers travelling by Rameshwaram-Bhuvaneshwar Express (18495/18496) and Rameshwaram-Varanasi Express (14259/14260) these two trains must have stoppages in Sivagangai, Devakottai, Pudhukottai stations.

A daily express train may please be introduced between Rameshwaram to Mysore via Trichy, Erode and Bangalore.

Considering the demands of thousands of pilgrims from this area who visit Thiruvannamalia and Tirupati throughout the year, a regular daily express train may please be introduced between Rameshwaram and Tirupati via Karaikudai, Trichy and Thiruvannamalai.

The frequency of Puducherry-Kanyakumari Express and Coimbatore -Rameshwaram Express train may be increased to make them daily trains.

Last but not the least, I would like to request to provide stoppage for all trains at Thirumayam which is an important historical town between Pudukottai and Karaikudi.

*SHRI E.T. MOHAMMAD BASHEER (PONNANI): We can be proud of Indian Railways. Railway is the life of the Nation. Railway engine remind us that it is the growth engine of the Nation. This is the only one department having separate Budget. Positive thinking required while discussing the railways. It is a fact that a lot have been done and a lot have yet to be done. There is need for time bound implementation of various commission reports like Kakotkar Committee on safety of Railways;Mittal Committee on revenue generation ; Sreedharan Committee on delegation of powers; Sam Petroda Committee on ways and means for modernization of Railways ; Bibek derbory committee on revamping the HR function; Kaya Kalp headed by former TATA group Chairman Rattan Tata for over all development of the Railway ; Committee headed by DIPP Secretary on revamping of PPP cell in the Ministry and finally and this year standing Committee report on Railways.

We have to evolve a time frame for the implementation of all this Committee recommendations. Railway development should be regionally balanced. Neglected part of India should be given more consideration.

Kerala development submitted issues by the Chief Minister on 22 items including gage conversion, doubling, Rail coach factory, wagon factory, Railway Medical College, New Trains, improvement of the Railways, passenger amenities etc. We are really disappointed but not yet lost the hope.

There is need to explore new revenue models, optimum utilization of unutilized Railway land for income generating projects. We have heard much on this, but serious effort has not yet been made. Thousands of acre of Railway land are remaining unutilized. Kindly make a master plan on this. An example is my constituency Tirur Railway station. Second entry development can be a good income generating scheme under PPP. Huge potential is there for the same.

Railway safety still a problem. Khanna Committee or Kakotkar Committee says the reason and collective action to be taken on Railway accident. The khanna Railway Safety Committee had reported that Indian Railways have 34,000 overaged wagons, 1322 overaged coaches and 1560 stations with overaged signaling. Moreover, 262 bridges are listed "distressed". The white paper released by the Railways in April, 2003 acknowledges that over 51000 bridges are of 19th Century vintage out of a total of 127154 bridges in India, 5618 are more thatn 80 years old.

Railways have to bear social service obligation of around Rs 25,000 crore every year and they have been meeting this cost of social service obligation through cross-subsidization. In this connection, the Committee wish to remind that most Railway establishments the world over are called upon to meet certain public service obligations at low tariff in the larger social interest for which they are adequately compensated by the Government. The Committee have been informed that in order to compensate the social obligation costs, the Ministry of Railways had approached the Ministry of Finance and consequently a Committee of Secretaries had recommended that these costs be reimbursed to the Railways. However, the matter is still unresolved.

श्री अरविंद सावंत (मुम्बई दक्षिण) : मैं आपके माध्यम से मंत्री जी से एक प्रश्न पूछना चाहता हूं। ...(व्यवधान)

माननीय अध्यक्ष : आप बाद में प्रश्न पूछिएगा। आपकी तरफ से माननीय सदस्य बोल चुके हैं। I think it is sufficient, Arvind Ji.

â€¦(व्यवधान)

माननीय अध्यक्ष : आप एक मिनट में एक प्रश्न पूछ लीजिए।

श्री अरविंद सावंत : अध्यक्ष महोदया, भारत में पहली रेल बोरीबंदर से ठाणे तक दौड़ी, जिस व्यक्ति ने रेल को चलाने में योगदान दिया है, वह नाना शंकर सेठ थे, जो भारतवर्ष में सर्वप्रथम रेल को लाये, उनका नाम कहीं भी नहीं है।

मैं आपके माध्यम से मंत्री जी से निवेदन करना चाहता हूं कि स्टेशन को उनका नाम देकर, उनके प्रति सम्मान की भावना व्यक्त करें।

***श्रीमती ज्योति धुर्वे (बैतूल):** स्वतंत्र भारत के इतिहास में समृद्ध, श्रेष्ठ, गौरवमयी भारत के निर्माण की प्रक्रिया में पहली बार रेलवे को मिली प्राथमिकता से हर देशवासी के मन में नयी ऊर्जा, नये उत्साह और नयी स्फूर्ति का संचार हुआ है। मेरा पूरा विश्वास है कि सुशासन, गरीबी उन्मूलन, सामाजिक, आर्थिक परिवर्तन, रोज़गार सृजन का नया अध्याय लिखने में यह रेल बजट महत्वपूर्ण भूमिका निभाएगा। चाहे वह पर्यटन का क्षेत्र हो, नयी सामाजिक पहल हो, मानव संसाधन विकास हो, ऊर्जा और पर्यावरण संरक्षण और प्रबंधन की बात हो या फिर संसाधन जुटाने का प्रश्न हो अथवा प्रबंधन प्रणालियों में गुणात्मक सुधार की बात हो। सभी क्षेत्रों में माननीय रेल मंत्री जी ने अपनी दूरदर्शिता और अद्भुत प्रखरता का परिचय दिया है।

हमारे देश में रेल केवल अवस्थापना से जुड़ी परिवहन व्यवस्था नहीं है बल्कि इस देश की जीवन रेखा है, जो प्रत्येक भारतीय को चाहे वह सुदूरवर्ती कश्मीर में रहता हो, उत्तर पूर्व में रहता हो, गुवाहाटी में हो या रामेश्वर में, सभी को आपस में एकता के सूत्र में पिरोता है।

अपने बजट भाषण में माननीय रेल मंत्री जी ने स्वीकार किया कि पिछले कई दशकों में रेलवे सुविधाओं में व्यापक सुधार नहीं हुआ है। इसका मुख्य कारण जहां एक ओर निवेश में भारी कमी रही, वहीं दूसरी ओर प्रबंधन पद्धतियों, प्रणालियों में भारी अकुशलता एवं निगरानी तंत्र की भारी विफलता रही है।

मैं बताना चाहती हूं कि रेलवे के विकास की जो भविष्यगामी योजना माननीय रेल मंत्री जी ने तैयार की है, वह निश्चित रूप से भारतीय रेल का कायाकल्प कर देगा। मात्र अगले पांच वर्षों में हम अपनी प्रतिदिन यात्री वहन क्षमता को 50 प्रतिशत तक बढ़ाने की व्यवस्था कर रहे हैं। माननीय रेल मंत्री जी ने न केवल भारतीय रेल के लिए अपना विज़न दिया है, लक्ष्य दिया है बल्कि उसे निश्चित समयावधि के भीतर पूरा करने हेतु कार्य निष्पादन का एक व्यापक रोड मैप भी प्रस्तुत किया है।

यह हम सबके लिए संतोष का विषय है कि अगले पांच वर्षों में भारतीय रेल में 8.5 लाख करोड़ के निवेश की वृहद् योजना तैयार की गयी है। रेलवे में बड़े पैमाने पर बदलाव लाने हेतु सभी महत्वपूर्ण हितधारकों के साथ व्यापक साझेदारी की व्यवस्था कर माननीय रेल मंत्री जी ने अपने कुशल प्रबंधन क्षमता का परिचय दिया है। पिछले कुछ दशकों में प्रौद्योगिकी के मामले में हम काफी पिछड़ गए थे, इसके दृष्टिगत रेलवे में प्रौद्योगिकी विकास, नवीनता का भाव जगाने हेतु अभिनव प्रौद्योगिकी विकास के लिए "कायाकल्प" नामक परिषद का गठन किया गया है। यह बजट "मेक इन इण्डिया" और "स्किल इण्डिया" के लक्ष्यों की पूर्ति में महत्वपूर्ण भूमिका निभाएगा। मेरा पूरा विश्वास है कि इस बजट की विभिन्न क्रांतिकारी पहलों से रेलवे सभी देशवासियों के लिए सुरक्षित, आरामदायक और किफायती यात्रा का सर्वोत्तम साधन बन पाएगा।

अगले पांच वर्षों की कार्य योजना में विद्युतीकरण, लाइन दोहरीकरण, रेल ट्रैफिक सुविधाओं को सुधारने हेतु एक लाख निन्यानवें हज़ार तीन सौ बीस करोड़ (1,99,320) रूपए का प्रावधान किया गया है। सूचना प्रौद्योगिकी और शोध की आवश्यकता को देखते हुए पांच हज़ार करोड़ रूपए की कार्य योजना तैयार की गयी है। यात्री सुविधाएं बढ़ाने हेतु 12,500 करोड़ रूपए की व्यवस्था की गयी है। इतना ही नहीं, रेलवे सुरक्षा को सर्वोपरि मानते हुए इसके लिए 1,27,000 करोड़ रूपए की धनराशि निर्धारित की गयी है। पहली बार रेलवे हेतु मानव संसाधन विकास के लिए रेलवे विश्वविद्यालयों की स्थापना का महत्वपूर्ण फैसला लिया गया है।

अगर इस बजट के विभिन्न पहलुओं पर नज़र डालें तो हम पाएंगे कि आने वाले कल की आवश्यकताओं पर खरा उतरने के लिए दूरदर्शी रोड मैप प्रस्तुत किया गया है। इस महत्वाकांक्षी बजट के कुछ महत्वपूर्ण आंकड़ें हैं, जो मैं आपके सामने प्रस्तुत करना चाहती हूँ।

- स्वच्छता अभियान में रेलवे की भागीदारी सुनिश्चित करते हुए पिछले वर्ष के मुकाबले इस बार 500 फीसदी अधिक स्टेशनों पर नए शौचालय बनाने का प्रावधान किया गया है।
- अगले पांच वर्षों में देश में रेलवे ट्रैक एवं मालवाहक क्षमता में क्रमशः 20 और 50 प्रतिशत बढ़ोत्तरी करने का निर्णय किया गया है।
- रेलवे स्टेशनों पर लिफ्ट और स्वचलित सीढ़ियाँ लगाने के लिए पिछली बार की अपेक्षा इस बार आवंटन से 76 प्रतिशत ज्यादा धनराशि का प्रावधान किया गया है।
- रेलवे में प्रौद्योगिकी उन्नयन के लिए रेल मंत्रालय, मानव संसाधन विकास मंत्रालय, विज्ञान एवं प्रौद्योगिकी मंत्रालय और उद्योग मंत्रालय के संयुक्त प्रयास से भारतीय रेल के लिए एक प्रौद्योगिकी मिशन की स्थापना की गयी है, जो कि स्वतंत्र भारत के इतिहास में एक नयी पहल की गयी है।
- बहुभाषी ई-टिकटिंग पोर्टल विकास, स्टेशनों पर स्मार्ट कार्ड, करेंसी विकल्प वाले टिकट वेन्डिंग मशीन एवं एकीकृत टिकट प्रणाली के माध्यम से यात्रियों की सुविधा और आराम का ध्यान रखा गया है।
- वीर ज़वानों के लिए 600 स्थानों पर रक्षा यात्रा प्रणाली विकसित की गयी है ताकि हमारे सैनिक अपनी यात्रा सुगमतापूर्वक कर सकें।
- देश में उच्चतम गुणवत्ता वाली सेवा प्रदान करने के लिए विदेशी रेल प्रौद्योगिकी सहयोग योजना का प्रावधान किया गया है।

माननीय रेल मंत्री जी आपसे मेरा निवेदन है कि मेरे संसदीय क्षेत्र बैतूल (मध्य प्रदेश) की रेलवे की परियोजनाओं के लिए इस बजट में समुचित व्यवस्था करने की कृपा करेंगे। समूचा मध्य प्रदेश आपका आभारी रहेगा। मध्य प्रदेश पिछले कई दशकों से रेलवे विकास के मामले में उपेक्षित रहा है।

इसके साथ ही, मैं माननीय मंत्री जी को उनके द्वारा प्रस्तुत विकासोन्मुखी रेल बजट पर बधाई देना चाहती हूं व आशा करती हूं कि समृद्ध भारत-सर्वश्रेष्ठ भारत का सपना बहुत जल्द ही साकार होगा।

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THE MINISTER OF RAILWAYS (SHRI SURESH PRABHU): Madam, first of all, I thank you as well as all the hon. Members for participating in this debate on the Demands-for-Grants. At the end of the day, when we actually vote for it, I hope you will give us the money to spend on all the ideas that all of you have generated, make sure that we improve the health of the Railways and we try to make it better.

Madam, many people have raised issues going beyond the scope of Demands-for-Grants. Therefore, let me just deal with some of these broader issues. Our hon. Prime Minister mentions Railways as often as it is possible just to highlight the importance of Railways in his overall theme of bringing about a complete socio-economic transformation of this country. Railways play a very key role in creating the type of infrastructure which in turn will create economic opportunities. The higher amount of investment that we make in Railways will actually spur the GDP growth. I will not be surprised, and many people have said, that probably the GDP growth could be as high as 2.5 per cent to three per cent, if we try to commit the investment that we have already committed. Over a period of time, we will be able to take the Railways to new heights whereby poverty in India could be eliminated. We, of course, keep talking about the poor. But, what is important is, we should definitely worship the poor but should not celebrate the poverty. We have to eliminate it. We all have a common obligation to do that because the poor people have voted us. They feel that we must together work towards removing poverty. There is no other better endeavour than Railways to bring this about. If we remove poverty, Railways can create employment. Railways can remove regional disparity. Railways can bring in the type of inclusive growth that we envisage. Therefore, this is a great opportunity for us to work in a way that Railways become a national pride and all of us have a joint responsibility. In fact, I really sincerely thank many Members for giving very concrete suggestions and ideas. I think, we will all work together to make it happen. This is a national issue. We should all work towards it and try to make it better.

One of the ideas that the Prime Minister talked about -- this, in fact, has become one of the central themes of this year's Budget – was of cooperative federalism. Many Members have desired and I fully agree with them that States like Tamil Nadu and Kerala have been deprived of their due share in development. Odisha also was always denied. Shri Tathagata Satpathy will be happy this time. This time the Chief Minister of Odisha said that ever since I have been the Chief Minister, I want to welcome this first Budget because this has given us the due share to Odisha. All the States have regional aspirations. Unfortunately we could not meet that for a simple reason that the resources available with us are scarce. The amount of money that was coming from the General Budget was not as much as it should really meet the requirement and the internal generation of the Railways was not sufficient. So, we could not meet the regional aspirations. I will come to the Budget in a minute. We are trying to actually tackle this problem of under investment by making more investment and try to get this over. But one of the central themes is of taking the States on

board. This is the first time that we have decided to make State specific Special Purpose Vehicle a company in which only the State-related projects will be implemented. We will take equity; States will take equity.

Some of the Members have asked as to who would be doing this. I am happy to say that barring the North Eastern States where we have not talked to them, all other States where we have requested them, they have actually sent us a letter to sign MoU. In fact, most of the States are already saying that they want to take the next step forward. They are asking us to make a company so that they can start implementing projects. What is the advantage of it? Many times, sitting here, I will not be able to appreciate the concern of Tamil Nadu, whether it should go into this part of Tamil Nadu or that part of Tamil Nadu. But if we have a company in which the management is also localised, the people will decide, the State Government can decide that this particular region of Tamil Nadu should get priority. We will be able to do that. Secondly, whatever revenue generation happens from that entity, that could also be ploughed back into developing new projects for Tamil Nadu.

We are also proposing to take the next step forward. Many Members have said including the Standing Committee Members that we should develop stations on private sector participation. I have also proposed to some of the State Governments that we can develop the stations through this entity. The advantage is this. The land belongs to the Railways. We will be able to use the land and air rights of that to develop the stations. Each one of them will be a profitable entity. The profit that we make could go to the State entity. We can even take local self-Governments on board. We have talked to the Maharashtra Government and the Mumbai Municipal Corporation is ready. We can talk to the Karnataka State Government and we can take the Bengaluru Municipal Corporation and we will be able to develop this so that the true cooperative federalism will become a reality. That is what we intend to do. Therefore, I really thank all the Members for suggesting various ideas of meeting their aspirations. I hope, over a period of time, we will be able to meet all, not only through Railway allocations but also through this.

While on this subject, I want to tell you this. I had given these figures. But I would like to say it again because some Members have raised it. This year, the amount of money has been increased. In the case of Andhra Pradesh, it is 217 per cent; in the case of Chhattisgarh, it is 143.93 per cent; in the case of Gujarat, it is 282 per cent; in the case of Haryana, it is 482 per cent and in the case of Himachal Pradesh – it is a small State and they were always complaining that they were not getting it – it is 464.81 per cent. Many Members have appreciated it also. Most of the States have got twice or thrice more than what was given earlier for a simple reason that we could increase the Plan size.

That is because if we do not do that, regional aspirations will not be met. Because we do not invest enough in the Railways, the profitability of Railways will constantly keep going down and the Railways ultimately will become a sick enterprise which we cannot avoid. To do that, what are the sources of making investment? One way is that investment can come from internal generation of resources. What are the sources of internal generation? Freight generates two-thirds of revenue; 27 per cent of revenue comes from passenger traffic, three per cent comes from other coaching services; and three per cent comes from other income. That is the composition of the total income of the Railways. To increase internal generation, we have to increase one or all of these.

The logic goes that we do not want an increase in passenger fares. We always feel that they should be low. Of course the Standing Committee's recommendation in this regard is a little confusing to me because they have said in a very political way that we should increase internal generation without saying that we should increase the passenger fares. I do not know whether the Standing Committee really meant it. So this is one source of internal generation. The other way of increasing internal generation is to reduce the expenditure of Railways as a percentage. ...(*Interruptions*)

HON. SPEAKER: The Minister is not yielding to anybody. Let him speak first.

SHRI SURESH PRABHU: What is meant by increasing the internal generation is that we can do that by reducing the percentage of expenses. Salaries and pensions account for more than 50 per cent. The cost of fuel is rising. So we have worked out a concrete strategy this time to increase the freight earning by trying to reduce the cost of expenditure by way of rationalizing it. By doing this we are trying to find out what we should do. That is about internal generation.

The second source is borrowing. We decided that the Railways are suffering, bleeding, and we should not allow it to happen. There is a surgery that needs to be conducted and it cannot be delayed any more. That is why we have decided to invest in it.

Madam, I will just tell you what is the result of under investment and why Indian Railways is suffering. This is a very important point to be noted by all of us. Madam, the Railways' share in 1991 was two per cent, roads was 4.25 per cent. In 2013-14 the share dipped just below one per cent whereas the share of roads has gone to six per cent. As a result of that the Railways are losing a critical source of income which comes from freight.

Madam, this is something which is very interesting to know. We keep comparing with China, some of the Members also mentioned about China and that is why I am saying this. The amount of money invested in Railways in China is at least seven times more what we have invested in Railways in India. How do you compete with a system wherein China invests more, China handles freight better? China's ability to service their infrastructure is much better because China is more competitive. If we want to really do that, we must reverse the trend by investing in Railways. And for investment the only choice is to increase internal generation. We are trying to do that and that is why the operating ratio is highest ever after the last Pay Commission.

But even if you do that, that does not give us enough money to invest. So, the other source is to get from the Finance Minister. We realize that we are already a very high debt country. Therefore, we cannot afford to keep borrowing from finance budget because he has to also service it by paying interest. So, Finance Minister has already committed. He has increased significantly the share of GBS this time. Even then we needed more money and therefore we decided to borrow money this time and put it into Railways so that Railways will become profitable.

In fact if you look at it, over a period of time money is required significantly. Is the borrowing a good idea? That is what the Standing Committee has said. As I said, German Railways in 2013 had a revenue of 39 billion US dollars and a debt of 16 billion US dollars. Chinese Railways before corporatisation in 2013 had a debt of 428 billion US dollars. The total liabilities of China Railways Corporation is worth 4.68 trillion Yuan and corporation debt has gone to 62 per cent.

Russian Railways of course have a different model that has attracted FDI. Japan Railways have a debt of USD 32 billion and total assets of USD 72 billion. So why I am saying this is that anywhere in the world, you want to increase the network, you want to augment the capacity. For that, you have to find out money which you have to do from debt as the others have done, because the current income of any time will not be enough to create and to service the type of assets that will be required. Therefore, this time we decided consciously that we will put this money in a way that will increase the capacity of Railways and also be able to handle more debt. We will do this in next few years time.

As we have already said, we will be able to increase the freight handling capacity of Railway by 50 per cent; we will be able to increase the passenger handling capacity of Railways significantly; we will be able to reduce the cost of the per centage of total expenditure significantly, as a result of which the financial turnaround of Railway will happen. So, it is not that Railway has been in trouble because of the investment. In fact, it is because we don't make investment that the Railway is in trouble. So it is not that we are in debt trap. The Railway is actually in the deeper hole. We want to bring it out and to make it happen, we have to make investment.

To make investment, we have to find money from wherever possible. Does it mean that we are making blind investment? Each of these projects will be studied properly. There are many eminent bankers like Arundhati Bhattacharya of State Bank of India, K.V. Kamath of ICICI Bank, and the IDFC part of the share capital of which is again held by Ministry of Finance all of them are having due diligence on this so that we may be able to find out how to turn around Railways in a way that it actually brings about a complete transformation of the system and in turn the transformation of the economy as a whole. Therefore, we have decided to make this conscious effort and for that we have made a five year plan.

The Standing Committee on Railways, at page 62 of its Report says that they are very happy that after initial inertia of many years, the Ministry of Railway has woken up and tried to make an investment plan. I do not know whose inertia they are talking about. I am not commenting on that. But this is what the Standing Committee says; 'Shrugging off inertia.' The point is, we have decided to make this investment and we are going ahead to make it happen. ...(*Interruptions*)

SHRI MALLIKARJUN KHARGE (GULBARGA): I do not want to take much of your time. The Standing Committee is constituted by you. ...(*Interruptions*). If you want, you can see Rule 352 or you can also see 353. My submission is, the Standing Committee is constituted by this House and it is a supreme body and they have got every right to recommend. The Government can accept or reject the recommendation; that is a different matter. But you cannot cast aspersions at the Standing Committee. The Standing Committee does not consist of the Members from Opposition only. The majority of Members are from your party. ...(*Interruptions*) When your Members are in majority in the Committee, you are casting aspersion against the Members. How they have accepted it, I do not know. Please try to understand that this is a parliamentary Committee and you have accepted these principles and you are criticizing your own Committee.

HON. SPEAKER: He is not criticizing, he is only referring.

SHRI MALLIKARJUN KHARGE : The hon. Minister has said it. In what manner they have recommended, I do not know.

SHRI M. VENKAIAH NAIDU: Please do not be unfair.

SHRI MALLIKARJUN KHARGE: What is unfair? You were not here at that time.

SHRI M. VENKAIAH NAIDU: I am here only.

SHRI MALLIKARJUN KHARGE: You came late....(*Interruptions*)

SHRI M. VENKAIAH NAIDU: My point is, no reference was made to any Member.

SHRI MALLIKARJUN KHARGE: This is second time we are bringing it to your notice. If you think this is correct, anybody can say like this against a Standing Committee. It is your right.

SHRI M. VENKAIAH NAIDU: If you see what has happened in the other House, you will understand. ...(*Interruptions*)

SHRI N.K. PREMACHANDRAN (KOLLAM): Madam, I want to refer to Rule 331.

HON. SPEAKER: You are referring to the same thing which he has said.

...(*Interruptions*)

HON. SPEAKER: What is it?

...(*Interruptions*)

HON. SPEAKER: Under which rule are you raising a point of order?

...(*Interruptions*)

SHRI N.K. PREMACHANDRAN : It is under rule 331. It says: "The report of the Standing Committees shall have persuasive value and shall be treated as considered advice given by the Committees." ...(*Interruptions*) Unfortunately, it is not being taken into consideration by the hon. Minister. Just now, he has stated, 'I do not know what they have said'. ...(*Interruptions*) Just before that he has already mentioned something. I am confused. ...(*Interruptions*) He has said that political vendetta was made in that Report. The Standing committee Report is very vital. ...(*Interruptions*)

HON. SPEAKER: Shri Venugopal, please sit down.

...(*Interruptions*)

SHRI K.C. VENUGOPAL (ALAPPUZHA): You go through the record. ...(*Interruptions*)

SHRI SURESH PRABHU: I will mention now. ...(*Interruptions*)

SHRI K.C. VENUGOPAL : You go through the record. ...(*Interruptions*)

SHRI SURESH PRABHU: I will tell you. Please sit down. ...(*Interruptions*)

HON. SPEAKER: I will go through it.

...(*Interruptions*)

HON. SPEAKER: I think he has referred it. If anything is there, I will see.

...(*Interruptions*)

SHRI SURESH PRABHU: Before you offer any comment on this, I will just tell you. ...(*Interruptions*)

HON. SPEAKER: He can refer to the recommendations.

...(*Interruptions*)

SHRI SURESH PRABHU: Please listen to me. Give me an opportunity to talk. ...(*Interruptions*)

I am responding to a debate on Demands for Grants. The Standing Committee has already gone through the Demands for Grants. ...(*Interruptions*) As you correctly said I should be guided by them, which I am really duty bound to be guided by them and I want to be guided by them. ...(*Interruptions*)

But here somewhere I want a clarification on how we should undertake projects. The Standing Committee has said in one place, 'looking at bankability of projects'. ...(*Interruptions*) On the other side, the Standing Committee says that we should take projects which are social. On another side, the Standing Committee says, as I told you, 'follow something whereby when you borrow, â€¦' (*Interruptions*)

HON. SPEAKER: Let him complete.

...(*Interruptions*)

SHRI SURESH PRABHU: Please listen to me. ...(*Interruptions*)

HON. SPEAKER: Please take your seats.

SHRI SURESH PRABHU: What I am saying is this. I would rather be guided by the Standing Committee. ...(*Interruptions*) Therefore, I was seeking some advice. Is it wrong? ...(*Interruptions*) In doing that what I have said is this. ...(*Interruptions*) I am not sitting down. I am not yielding. ...(*Interruptions*)

Please sit down. What I am saying is this and I stand by what I have said. ...(*Interruptions*) I would rather be guided by all the Members of the Standing Committee; not alone by them but all the Members of this House. I respect this House. ...(*Interruptions*) I started my speech like this. I respect all the Members of Parliament including the Members of the Standing Committee and I want to work on that. ...(*Interruptions*) Suppose for some reason, I may not be as intelligent and therefore I may have said something ...(*Interruptions*)

What I am saying is this. I am not yielding. ...(*Interruptions*)

HON. SPEAKER: Shri Karunakaran, please sit down.

...(*Interruptions*)

SHRI SURESH PRABHU: Therefore, anyway, I am not going on that point. I again repeat that I have a great regard for all Members of Parliament. ...(*Interruptions*) I am also a Member of Parliament and will work with them. ...(*Interruptions*)

SHRI K.C. VENUGOPAL : You please give your ruling. ...(*Interruptions*)

HON. SPEAKER: I am giving.

...(*Interruptions*)

HON. SPEAKER: That is why I said I will go through it.

...(*Interruptions*)

माननीय अध्यक्ष : आप यह ध्यान में रखें कि स्टैंडिंग कमेटी सबकी होती है। इसमें मैम्बर होते हैं। आप इसे पढ़िए, देखिए लेकिन बार-बार रैफर करने की आवश्यकता नहीं है। आपको रिपोर्ट पेश करनी है तब आप लिख सकते हैं।

â€¦(व्यवधान)

SHRI MALLIKARJUN KHARGE : Allow me for one minute. ...(*Interruptions*) My only point is that the Report is not politically motivated whether you like it or not. ...(*Interruptions*)

HON. SPEAKER: He has not said that.

SHRI K.C. VENUGOPAL: You go through the record.

HON. SPEAKER: He has never said like that.

SHRI MALLIKARJUN KHARGE: He said: "It is 'political'". I am not saying, he said, 'motivated'. ...(*Interruptions*) But he said it is 'political'. You can find out. He said that. ...(*Interruptions*)

HON. SPEAKER: That is why I said I will go through it and see. I cannot say anything just now. I will go through it.

...(*Interruptions*)

HON. SPEAKER: That is why I am saying to you not to refer to the Standing Committee every now and then.

...(*Interruptions*)

HON. SPEAKER: You may only say whatever you are going to do.

...(*Interruptions*)

SHRI SURESH PRABHU: I am coming to the issue of revenue targets. ...(*Interruptions*)

SHRI DEEPENDER SINGH HOODA (ROHTAK): But how can a Minister say that? ...(*Interruptions*)

SHRI SURESH PRABHU: Going into the issue of revenue targets, we have already said that we will bring about a revenue increase in the case of freight. ...(*Interruptions*)

SHRI K.C. VENUGOPAL: You have not given a ruling. Please give your ruling. ...(*Interruptions*)

HON. SPEAKER: I have given the ruling.

SHRI K.C. VENUGOPAL : The Report is presented by the Standing Committee. There are hon. Members of Parliament on the Standing Committee. ...(*Interruptions*) All the officials are coming to the Standing Committee. The Chairman of the Railway Board and all the officials are appearing before the Committee. ...(*Interruptions*) We want your ruling. ...(*Interruptions*)

HON. SPEAKER: I will see. I have not gone through it.

...(*Interruptions*)

HON. SPEAKER: I will see what is there.

...(*Interruptions*)

SHRI SURESH PRABHU: Madam, the revenue targets that have been given in the Budget are realistic. We are already talking about increasing and augmenting capacity. Therefore, on each of the point that I have mentioned, we have created a complete roadmap as to how are we going to get the coal and from which source. Now, 50 per cent of the revenue comes from coal. The Coal Ministry itself has said that it will be handling coal up to 1.5 billion by 2019-2020. The Railways carry about 90 per cent of the total coal transported by the Coal Ministry. Obviously, the Coal Ministry's ability to mine more will be there. By 2025, 300 million tonne of steel will be required to be transported. This will also require 500 MT of Iron ore, 150 MT of coking coal and 950 MT of dolomite and lime stone to be transported. Obviously, most of this will come to Railways and, therefore, Railways ability to transport more will definitely be there and we will do it.

In terms of our passengers we have already prepared a detailed deployment of coach stock from the production programme 2015-16. So, we will have enough number of coaches available to transport passengers to meet our demand. We have already prepared a complete detailed plan for it and, therefore, the targets which have been mentioned in terms of passengers as well as freight are definitely in the realm of reality.

Madam, some Members raised the issue about implementation of the Budget. As I said last time also, we have prepared a complete roadmap and each of the item is under implementation. This morning we have integrated the Prime Minister's Office software called Samiksha to make sure that we will implement all of these online. So, whatever Budget announcement has been made has been made into a point of action and each of that is getting implemented. I will just mention a few to show as to how we are implementing it. This we have done in the first fifteen days.

I presented the Budget on Thursday and we launched the helpline on Monday. We have already signed an agreement with LIC. We said that we will have a Finance Cell and we have already set it. I had mentioned about Kaya Kalp Council, we have already set up the Kaya Kalp Council which has two federations of the Railway Union as Members. We had talked about the PPP Cell and we are working on that. A detailed plan about each and every part of the Mission 1200 million tonne, which I had mentioned in the Budget speech, is already prepared. We had mentioned that we will appoint a Regulator. Dr. Panagariya, Vice-Chairman of Niti Aayog is already working on it. I had mentioned about the delegation, which was done earlier, and we ensured that the delegation is implemented properly – there are no hitches, no surprises or problems in terms of implementation. Dr. Sreedharan has given a report. We have said in our Budget speech that we will process each and every recommendation of Dr. Kakodkar Committee which was not appointed by us but by the previous Government. All the recommendations of Kakodkar Committee have been processed. It does not

mean that all have been implemented but they have all been processed.

With regard to the development of new stations, I have already mentioned in my Budget speech and we are going to the Cabinet to do that. We are going to the Cabinet with regard to the International cooperation agreement with nine or ten countries. With regard to the State SPVs, I have been working with all the States and we are going to implement it. Madam, I do not want to go into more details but I wish to say that each and every announcement that was made in the Budget is at various stages of implementation. It is not a dream but a reality that we want to bring in all these things.

A point was mentioned about new lines. I want to give a perspective to this. In the last 30 years, 676 projects worth Rs.1,57,000 crore were sanctioned but only 317 projects have been completed. In the last 10 years, 99 new line projects were sanctioned but only one out of them has been completed. Therefore, this time we thought that we will really work on the completion of projects already announced. We will take doubling, tipling and will try to work in a way that we focus on completion rather than making announcements.

One more point which has come from the recommendation is whether we have a possibility of a Depreciation Fund as according to him we are in a serious problem as the Depreciation Fund is going down. Madam, in fact I am surprised if you look at the Depreciation Fund this year, it is Rs.8100crore. It has not gone down. In fact we are actually thinking that this year has been a better year to make that happen. If you go by the Development Fund which is the other point which was made, there again it has significantly gone up. The other point was about the operating ratio. This operating ratio has, in fact, improved significantly this time, that is for the current year 2015-16. Thanks to the overall strategy of improving revenue, rationalising expenditure, improving productivity. That is how we are doing it. In fact, 7.3 million tonnes of food grains, 4.7 million tonnes of iron ore, 9.6 million tonnes of pig iron, all of these will be handled leading to 85 million tonnes of freight. Each of these points has not come out of the hat but has been very carefully worked out. Therefore we are very sure of doing it.

The other point that was mentioned was about the timely completion of projects. As I have already mentioned, we have prepared a five year programme. Why have we done that? It is because the projects do not get completed on time. For one year you make a provision and then you do not know what is happening in the second year, third year and the fourth year. A project does not get completed in a year. Therefore in the absence of proper budgetary provision, in absence of knowing from where the funding is going to come, project does not get completed. So, we have prepared a five year plan. Member (Engineering) is personally monitoring it. Therefore we will be able to work on it. SBI Capital Market, which is a subsidiary of State Bank of India is already looking at each of these projects to find out how we will be able to get the funding for each of these projects.

With regard to customer amenities I would like to submit that we have increased the amount significantly this time. We have increased the funding this time for the Development Fund. So all of these have been increased significantly this year. I do not want to take much time of the House in elaborating on these points. But I would like to say that contrary to the view the people have we have increased the amounts substantially to bring about an improvement in this. The whole idea is to bring the Railways back on track and make sure that Railways become an engine of growth, make sure that Railways will serve the interest of the poor; make sure that Railways will act as a bridge between the under-developed and the developed regions of the country. Therefore, we want to make Railways a better option.

Some hon. Members -- including my good friend Shri Ananth Kumar and others from Bengaluru Shri Suresh from Kerala and other places, also mentioned the same thing -- have raised the issue of the suburban railways. This has already been proposed and this is part of my Budget announcement. Suburban Railway Transport System is very important. Shri Kharge will also agree to this. To make that happen we cannot do it only as a Railway. We need the participation of the State Governments. We also need participation of the local municipal corporations. I think all of you will agree that we can create an integrated transport system whereby we can actually work to implement these ideas in a proper manner. To make that happen we really need the participation and cooperation of these agencies. We have created a new entity and this again will help in a significant way.

Hon. Madam Speaker, all the points that the hon. Members had mentioned were very important and all the points that had been made as a suggestion I would definitely like to implement them. All the points that have been made by hon. Members -- Shri Arvind Sawant and Shri Vinayak Raut and others like Shri Venugopal and Shri Suresh -- with regard to what should be done in future, we will work on that. So, the point that I am trying to make is that we will work on each of these points in a way that we will implement them in a spirit of cooperation. We have already written letters. It will reach you all soon. We want to find out how we can upgrade 200 stations very soon. Shri Venugopal is a very successful lawyer and a professor. What we can do is that if all of you can contribute little bit from your sources and along with the sources of the Railways, then we will be able to work in a way so that the Railways can be developed...(*Interruptions*)

HON. SPEAKER: Shri Karunakaran, let him complete his speech.

SHRI SURESH PRABHU: The whole idea this year is to work for the common man. I want to mention one thing and this is contrary to the belief that this is a Budget where the focus was not on the *Aam Admi.* The focus is on the common man. We want to improve the quality of food; we want to improve upon the quality of ticketing; we want to improve the quality of linen; we want to improve the frequency of services; we want to increase the speed of average passenger trains.

18.00 hrs.

We want to increase the number of coaches from 24 to 26 so that the common people can benefit more out of it.

Madam, if at all I have to devote this Budget to somebody, I will devote it to the common man, the *aam admi*. Therefore, I wholeheartedly request you all to support this Budget. I am sure, all of you including Shri Venugopal, are very much concerned about common man. I request you to give some funds from MPLADS so that we will be able to complete it soon and complete the common man's interests in a more appropriate manner. Therefore, I look forward to it.

माननीय अध्यक्ष : माननीय सदस्यगण, यदि सदन की अनुमति हो, तो सभा की कार्यवाही का समय रेलवे की डिमांड पास होने तक बढ़ायी जाती है।

SEVERAL HON. MEMBERS: Yes.

SHRI THANGSO BAITE (OUTER MANIPUR): Madam, the hon. Minister has mentioned that Indian Railways are a national pride. I agree with him but for those States which are not yet connected by rail, will it be the pride of the nation?

Secondly, the Railway Budget appears to be in some sort of a business track. It is not like public service because Guwahati is the last point of the North-East. Beyond that also, North-Eastern part is there but railway connectivity has been postponed many times. What is the stand of the present Government? I want to know whether it can be connected or not. I want to have a clear decision from the Government.

माननीय अध्यक्ष : सभी सदस्यों के प्रश्नों का इकट्ठा उत्तर दें।

SHRI NAGENDRA KUMAR PRADHAN (SAMBALPUR): Madam, Rajdhani Express is running from Bhubaneswar to New Delhi. But if it runs *via* Sambalpur and Cuttack Stations, the distance will be less by 180 kilometres. My appeal to the hon. Railway Minister is that he should make a comment on this point.

DR. P. VENUGOPAL (TIRUVALLUR): Madam, we are really appreciating the vision of the hon. Railway Minister. From the Opposition, we are ready to support you. But you should be careful about Treasury Benches also. That is why, the Standing Committee has given such a Report. ...(*Interruptions*) You may remember that when I was speaking on the Railway Budget itself, we raised a serious issue. What is the modality of EBR? You mentioned about Extra Budgetary Resources. What is the interest rate? That is why, the Standing Committee Report clearly points out that the policies are leading the Indian Railways to a debt trap. We, the Parliamentarians, are eager to know whether you are leading the Railways to a debt trap. The Minister should reply to it.

Regarding sub-urban railways, the Government of Kerala has already committed 50 per cent share to the Government of India. They are ready for 50 per cent share and DPR has also been submitted but there is no reply from the Government of India in this regard. You are speaking about everything but nothing is happening.

SHRI M.B. RAJESH (PALAKKAD): Madam, the Pallakad Coach Factory project is a long pending project and the hon. Railway Minister's predecessor had assured that the global tender will be called. A tender was called once; there was no bidder and he assured that a global tender will be called and the process will be completed by 31st December. I have received a written answer also in this House. I was given this assurance on the Floor of this House.

The hon. Minister did not say anything about it in his reply to the Budget speech. Even now the Minister is totally silent about this project which is pending for 34 years. At least let us know as to what is the status of this project. Have you abandoned it? Is it not going to be taken up? You please let us know because I have to answer the people of my constituency and the people of my State, Kerala.

HON. SPEAKER: Shri Pralhad Joshi. You please ask for only clarifications.

SHRI PRALHAD JOSHI (DHARWAD): I will seek only clarifications and nothing more than clarifications.

The hon. Minister has talked about suburban transport and he took the name of Bengaluru as requested by Shri Ananth Kumar, hon. Minister.

My point for clarification from the Minister is this. All these days the Karnataka Government has been making 50 per cent flat investment in the railway projects and also in the cost of the land. The Karnataka Railway Infrastructure Corridor has also been formed.

Since he has mentioned Bengaluru in connection with suburban transport, is he going to approach the State Government and form Bengaluru Rail Infrastructure Corridor so that a Special Purpose Vehicle can be formed and Bengaluru infrastructure with regard to suburban railway transport can be completed at the earliest? This is the point on which I am seeking clarification from the hon. Minister.

माननीय अध्यक्ष : श्री राजीव सातव, भाषण पर क्लैरिफिकेशन पूछिए।

श्री राजीव सातव (हिंगोली) : मैडम, स्टैंडिंग कमेटी की जो रिपोर्ट है, उसमें ऑपरेटिंग कॉस्ट के बारे में उल्लेख हुआ है। क्या मंत्री जी यह मानते हैं कि स्टैंडिंग कमेटी ने जो कहा है कि ऑपरेटिंग कॉस्ट बढ़ गयी है, वह बढ़ नहीं गयी हैं? आपने जो पोलिटिकल वर्ड यूज किया था, क्या उस पर आप स्टैंड करते हैं?

माननीय अध्यक्ष : उसे मैं देखूंगी।

श्री प्रहलाद सिंह पटेल जी।

श्री प्रह्लाद सिंह पटेल (दमोह) : मैडम, पार्टी के घोषणा पत्र में हीरक चतुर्भुज की बात कही गयी थी, जैसे अटल जी के समय में रोड्स का कॉरीडोर बना है, उसके बारे में काम हम कब शुरू करेंगे? उत्तर से दक्षिण और पूर्व से पश्चिम को जोड़ने की बात हमारे घोषणा पत्र में भी थी। ...(व्यवधान)

माननीय अध्यक्ष : श्री जय प्रकाश नारायण यादव जी, आपको क्लैरिफिकेशन पूछना है?

श्री जय प्रकाश नारायण यादव (बाँका) : हमारा कट मोशन है, मैं बाद में उस पर बोलूंगा।

माननीय अध्यक्ष : ठीक है।

SHRI SURESH PRABHU: Some points have been raised. One is about the North-Eastern States. The North-Eastern States are receiving top most priority from the Government of India. I have personally gone there at least three times in the last two or three months. Last week end I was there in Guwahati. First ever Railway Week was held in Guwahati this time. This is not symbolic. This is because we give top most priority to the North-Eastern States. All the State Capitals of the North-Eastern States are being connected by the Railways. When I was in Assam, I met the hon. Chief Minister. We have decided to work together to develop a particular station in Assam as a terminal. The Chief Minister has agreed to it. The minutes

have been prepared. We are trying to work on it. So, North-Eastern States are a priority for the Government of India. We will work on it in a proper manner.

There was a question regarding Sambalpur line. We will definitely look into that.

About the Palakkad Coach Factory, I would like to say that RFQ was already issued. As you know, it is a very old project. As you yourself said, it is 30-year old project. This was a PPP project, envisaged not by us but by the earlier Government. Despite that we have issued a RFQ. PPP supposes that there is a private sector participation. So, when the private sector participation happens, if you want, we can share the details with you at any time you feel like.

About the suburban railway, I would like to submit that it is actually the responsibility of the State Governments. This is a very broader issue. ...(*Interruptions*) Please sit down. Do not be excited.

I have answered it twice. But I will answer it again for the third time. The issue of suburban railway should actually be a part of a larger discussion as a public policy issue. The Government of India running the Railways should run the trunk routes. We should try to link the State Capital, we should try to look at inter-State. We have created a new entity which will look at intra-State projects within the State. This is the first time that this has happened. It was not there. So, there was no issue. Now, there is going to be a proliferation of urban issues. Our Government is creating 100 new Smart Cities. So, we really need to work out a modality. I will sit with my senior Minister, the Urban Development Minister to find out how we could really plan it. You have mentioned the point. There is already a company which is called the K-RIDE which actually works on rail infrastructure. We can look at other entities also....(*Interruptions*)

SHRI PRALHAD JOSHI : What about the suburban railway?

SHRI SURESH PRABHU: This is also regarding suburban railway. The Diamond Quadrilateral is something which is under study, which is not yet ready. The complete idea is not ready.

As far as debt trap is concerned, I thought Shri Venugopal was listening to me when I was speaking earlier. You told me Shri Venkaiah Naidu was not in the House. I think you were in the House but you did not listen to what I said at that time. I had, at length, explained to you how most of the advanced Railway networks in the world have borrowed money to create infrastructure. Within India, when we see most of the infrastructure projects, they do not happen by the Budgetary support alone. They happen by way of borrowing money because we need servicing, we need to invest in such a large quantity. You are yourself such an enlightened person. We all agree that during the last seven or eight years - Shri Satav has been talking about the operating ratio – the operating ratio reached a precarious level of over 90 per cent. That means, you are left with nothing. All of you want new projects to come up. All of you want to complete the projects. All of us want that we should modernize the Railways. From where are the funds going to come? If you make a capital investment, it must be made in such a way that it increases the capacity of the Railways to handle more traffic. So, by doing this, we are not actually putting the Railways into danger. In fact, they are improving the health of the Railways because the Railways will be able to handle more freight, as I mentioned earlier – from one billion metric tonnes to 1.5 billion metric tones. If we do not do that, obviously, we will not be able to get the type of revenue that the Railways need. To make that revenue available, the Railways must make investment. We do not make investment. That is why, we had talked about it. The Railways have become sick. The Railways have become a problem. We all agree to that. So, how has it become so? We did not take investment into the Railways. To make investment in the Railways, the internal generation of funds is not sufficient though we are trying to improve the capacity of the Railways to generate more revenue. Therefore, this is the case.

Again, I would give the example of China. I could give the example of Japan, Germany. Or, for that matter, I can give more examples. If you want, one day, I can even organize a Seminar. Let us not use this as a programme or something like that. The Railways should be a national asset. We should try to work together to make sure that the Railways become profitable, financially viable, stable so that it can have the capacity to invest more. Then, we can take care of the States like Kerala and the North-Eastern States more. And, to do that, we need investments. Investments can come only in limited way from the Budget, limited way from this. But you also should make that investment.

HON. SPEAKER: Hon. Members, a number of Cut Motions have been moved by the hon. Members to the Demands for Grants (Railways). Shall I put all the Cut Motions to the Vote of the House together? Or, does any Member want to move it separately?

SHRI BHARTRUHARI MAHTAB (CUTTACK): We will move it independently.

HON. SPEAKER: You can move it one by one.

श्री जय प्रकाश नारायण यादव : अध्यक्ष महोदया, मैं अपने कटौती प्रस्ताव संख्या 1 से 32 ऑलरेडी मूव कर चुका हूं। अब मैं अपनी बात कहना चाहता हूं।

माननीय अध्यक्ष: बात नहीं कहनी है...(व्यवधान)

श्री जय प्रकाश नारायण यादव : मुझे अधिकार है अपनी बात कहने का...(व्यवधान) मेरे कटौती प्रस्ताव हैं इसलिए मुझे अपनी बात कहने का मौका दिया जाए।...(व्यवधान)

माननीय अध्यक्ष: आप मेरे से बात करें।

श्री जय प्रकाश नारायण यादव: अध्यक्ष महोदया, मुख्य रूप से मांग संख्या जो कटौती प्रस्ताव 15 की है, उसके अंतर्गत पटना और बांका एक नई इंटरसिटी एक्सप्रेस चलाई जाए। इसी तरह कटौती प्रस्ताव 26 के तहत विक्रमशिला एक्सप्रेस को बांका रेल स्टेशन तक बढ़ाया जाए। भागलपुर में डी.एम. कार्यालय खोला जाए। मुंगेर गंगा पुल का निर्माण किया जाए। झालझा-जसिडीह के लिए एक्सप्रेस ट्रेन चलाई जाए।

माननीय अध्यक्ष: ठीक है, अब आप बैठ जाएं, क्योंकि आपकी बहुत सारी मांगें हैं, सारे 32 कटौती प्रस्ताव पढ़ने की जरूरत नहीं है।

श्री जय प्रकाश नारायण यादव: भागलपुर की ओर से राजधानी एक्सप्रेस चलाई जाए। जितनी लम्बित परियोजनाएं हैं, हमने रेल मंत्री जी और रेल राज्य मंत्री जी को भी लिखित में दिया है कि हमारे जो कटौती प्रस्ताव 1 से 32 तक हैं, हम अपेक्षा रखते हैं माननीय सुरेश प्रभु जी से और माननीय रेल राज्य मेंत्री जी से कि इन्हें उच्च प्राथमिकता देकर हमारे बांका संसदीय क्षेत्र और बिहार के साथ न्याय करेंगे, अन्याय नहीं करेंगे। इसी के साथ मैं अपनी बात समाप्त करता हूं।

HON. SPEAKER: I shall now put Cut Motion Nos. 1 to 32 moved by Shri Jaiprakash Narayan Yadav to the vote of the House.

The cut motions were put and negatived.

माननीय अध्यक्ष : विंसेंट पाला जी, क्या आप मोशन मूव करना चाहते हैं?

SHRI VINCENT H. PALA (SHILLONG): I am very thankful to the hon. Minister who said that the North-East is under top priority. There is a scheme for which a survey – Lanka (Assam) to Sutnga (Meghalaya) - has been undertaken. The Minister has said that whatever scheme has been taken up, it would be taken forward. I want a very small clarification. Will the Minister take it forward or not?

माननीय अध्यक्ष : बाकी कट मोशन फिर आप मूव नहीं करेंगे।

श्री राजीव सातव : अध्यक्ष महोदया, मैं सीरियल नं. 215 से 223 तक के कट मोशंस मूव करना चाहूंगा। मैं एक लाइन बोलना चाहूंगा कि इसमें हमने एक मांग रखी है कि गोपीनाथ मुंडे जी के नाम से रेल विद्यापीठ हो, यह हमारी मांग है। इसके खिलाफ अगर हाउस वोट करना चाहता है तो जरूर कीजिए।

माननीय अध्यक्ष : उससे कोई फर्क नहीं पड़ता।

शहरी विकास मंत्री, आवास और शहरी गरीबी उपशमन मंत्री तथा संसदीय कार्य मंत्री (श्री एम. वैंकैय्या नायडू) : मैडम स्पीकर, ऐसा कोई कट मोशन कभी नहीं होता है। हम लोग डिमांड्स ऑफ ग्रांट्स के संदर्भ में चर्चा कर रहे हैं, राजीव जी, आपने जो सुझाव दिया है, हम उसे ध्यान में रखेंगे और उसे कैसे कार्यान्वित करना है, यह सरकार देखेगी।

माननीय अध्यक्ष : अब कट मोशन नहीं रखना है। Thank you.

SHRI N.K. PREMACHANDRAN (KOLLAM): My Cut Motion Nos. are 224 to 236. I have raised the issue of Parliamentary Standing Committee. Many issues have been raised by me. For example, internal resources, passenger traffic, freight traffic earnings, etc. Unfortunately, I would like to say that none of the queries or issues I have raised has not been answered by the hon. Minister. We fully support the Minister. Even my concluding sentence of my speech was – I do repose confidence on the hard working Minister. We do appreciate it. But the main point to be considered is, when the Parliamentary Standing Committee makes a Report, in which, majority of the Members are from Treasury Benches, my pertinent question here is, I am not opposing, in such a case, all this information are supplied by the officials of the Ministry of Railways; they have given oral evidence. So, my humble question is, kindly look into the matter concerning this. Also I would like to suggest that for a gauge conversion in my constituency from Punalur to Sengotta, sufficient and adequate funds may be provided. I hope that this assurance will be implemented. With these words, I would like to say that I am not pressing my Cut Motions.

DR. THOKCHOM MEINYA (INNER MANIPUR): My Cut Motions Nos. are 248 and 249. Previous Government has sanctioned a Locomotive Factory in Manipur. However, no work for your kind information and for the Members of the House, Manipur is not connected with Railway network so far. A railhead was proposed in 2005, which was to be completed by 2010. The previous Government proposed to complete it by 2014. Unfortunately, it was informed that the same would be completed by 2019. It has been postponed by five years. Therefore, I proposed a Cut Motion – "Need to early completion of the Jiribam-Tupul rail line", which is the only railway line connecting Manipur. So far Manipur people have never seen a rail wagon. So, I press my Cut Motion.

माननीय अध्यक्ष : वह उन्होंने बोला है, पूरे नार्थ-ईस्ट को उन्होंने रखा है।

डॉ. थोकचोम मेन्या : मैडम, बोलते तो रहते हैं, फिर भी कुछ नहीं होता है।

HON. SPEAKER: I shall now put Cut Motion Nos. 248 and 249 moved by Dr. Thokchom Meinya to the vote of the House.

The cut motions were put and negatived.

श्री दीपेन्द्र सिंह हुड्डा (रोहतक) : मैडम, मैंने दो कट मोशन मूव किए हैं, एक है क्रमांक 237 और दूसरा क्रमांक 250 है। क्रमांक 237 में सोनीपत में रेल कोच फैक्ट्री, जो रेलवे सैटअप कर रही थी, जब पवन बंसल जी रेल मंत्री थे, उस समय की यह घोषणा है, खड़गे जी उसको आगे ले कर गए थे। ...(व्यवधान) उसमें कोई आवंटन नहीं हुआ है। ...(व्यवधान) एक तरफ ये मेक इन इंडिया की बात करते हैं, डेट फाइनेंसिंग की बात हो रही है, मेक इन इंडिया की बात हो रही है और कोई आवंटन नहीं है। दूसरा कट मोशन सब-अर्बन रेलवे के लिए है। दिल्ली के सब-अर्बन रेलवे में दादरी, झझर, फारूखनगर एक रेलवे लाइन है, जो दिल्ली सब-अर्बन को काफी मजबूत करेगी। इसके लिए भी कोई आवंटन नहीं है। अगर आश्वासन मिलेगा तो मैं कट मोशन मूव नहीं करूंगा।

HON. SPEAKER: I shall now put Cut Motion Nos. 237 and 250 moved by Shri Deepender Singh Hooda to the vote of the House.

The cut motions were put and negatived.

HON. SPEAKER: Shri Bhartruhari Mahtab, do you want your Cut Motion to be put to vote separately?

SHRI BHARTRUHARI MAHTAB : Yes Madam. I have moved one Cut Motion to the Demands for Grants in respect of Railway Budget for 2015-16. मैं यह नहीं कह रहा हूँ कि कटक रेलवे स्टेशन को मॉर्डन रेलवे स्टेशन बनाया जाए। मैं यह भी नहीं कह रहा हूँ कटक रेलवे स्टेशन को सबसे ज्यादा एडिशनल शैल्टर्स, प्लेटफॉर्म्स और मॉडर्युलर स्टॉल्स आदि दिए जाएं। मैं यह भी नहीं कह रहा हूँ कि फुट ओवर ब्रिज और रोड़ ओवर ब्रिज हमारे गोपालपुर के पास और राज अठगढ़ के पास बनाया जाए। हमारे मुख्य मंत्री के साथ एक चर्चा इस बीच हो चुकी है कि सीतलपल्ली में एक रेल वैगन फैक्ट्री जो पहली वाली सरकार ने कमिटमेंट की थी, इस बारे में बात थोड़ी बहुत आगे बढ़ी है। मैं यह मांग भी नहीं कर रहा हूँ कि रेल नीर की एक फैक्ट्री भी कटक में लगाई जाए। ...(व्यवधान) मैं यह भी नहीं कह रहा हूँ कि कोणार्क एक्सप्रेस कटक से शुरू हो। परंतु मेरी एक ही मांग है कि जो राजधानी एक्सप्रेस आज से 10-12 साल पहले, जब नीतीश कुमार यहां रेल मंत्री थे, उस समय हमारा डेलिगेशन गया था, उन्होंने कहा था कि यह कमाल की चीज़ है कि एक राज़धानी से दूसरी राज़धानी तक एक राजधानी एक्सप्रेस चलेगी, पर आपके वहां जो राजधानी चलती है, वह दूसरी राजधानी से शुरू होती है और वहां की राजधानी से दो डब्बे लगते हैं, यह कैसे होता है? इस बीच एक राजधानी चल तो रही है, पर वह अपने प्रदेश के अंदर नहीं निकलती है। So, the demand which I have made is as follows: "Need to run Rajdhani Express from New Delhi to Bhubaneswar *via* Cuttack, Talcher,

Sambalpur." As has been said, it will reduce the distance by more than 180 kms. In this regard, just a day before the Railway Budget was presented, we met the Railway Minister. इन्होंने कहा था कि इस बारे में वे सोचेंगे। आज बिल भी पारित हो रहा है, इसलिए मैंने सोचा कि एक ही डिमांड हम करें, एक ही कट मोशन हम मूव करें, इसलिए मैं यह मूव कर रहा हूँ और अगर शाउटिड आउट हो जाता है तो हो जाता है। But it will register, I hope, on the Minister.

HON. SPEAKER: I shall now put the Cut Motion No. 308 moved by Shri Bhartruhari Mahtab to the vote of the House.

The cut motion was put and negatived.

माननीय अध्यक्ष : दुष्यंत चौटाला जी, क्या आप मूव कर रहे हैं? आपको पहले बोलना चाहिए था।

श्री दुष्यंत चौटाला (हिसार) : महोदया, मैंने बोला है।

माननीय अध्यक्ष : ऐसे नहीं होता है।

श्री दुष्यंत चौटाला : महोदया, मैं सिर्फ एक चीज कहना चाहूँगा कि मंत्री जी ने सब कुछ रख लिया। एक बहुत अहम चीज मैंने मूव की है, यह 270 नम्बर पर है।...(व्यवधान)

माननीय अध्यक्ष : आपका कट मोशन नहीं है।

â€¦(व्यवधान)

श्री दुष्यंत चौटाला : सूर्या नगर एक इलाका है, जिसके बीच में 10 हजार की आबादी रहती है। वहाँ एक अंडर ब्रिज की मेरी माँग है। मैं मंत्री जी से निवेदन करता हूँ कि अगर वे एश्योरेंस देते हैं तो मैं अपना कट मोशन वापस लेता हूँ।...(व्यवधान)

माननीय अध्यक्ष : अभी आप मूव नहीं कर रहे हैं। आप मूव मत कीजिए।

I shall now put all the other cut motions which have been moved together to the vote of the House.

The cut motions were put and negatived.

HON. SPEAKER: I shall now put the Demands for Grants (Railways) for 2015-2016 to the vote of the House.

The question is:

> "That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 2016, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

HON. SPEAKER: The Demands for Grants (Railways) for 2015-2016 are passed.